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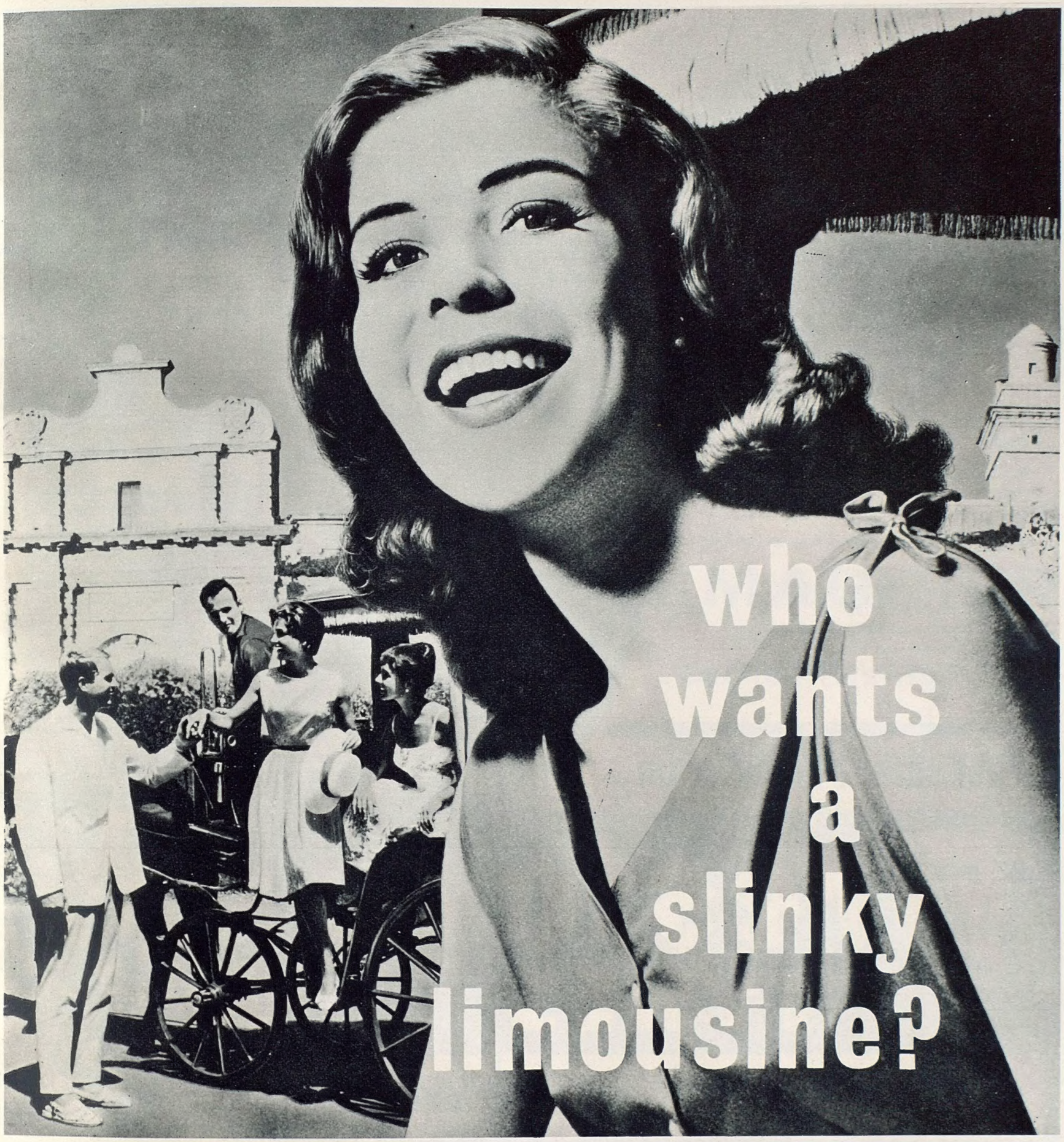

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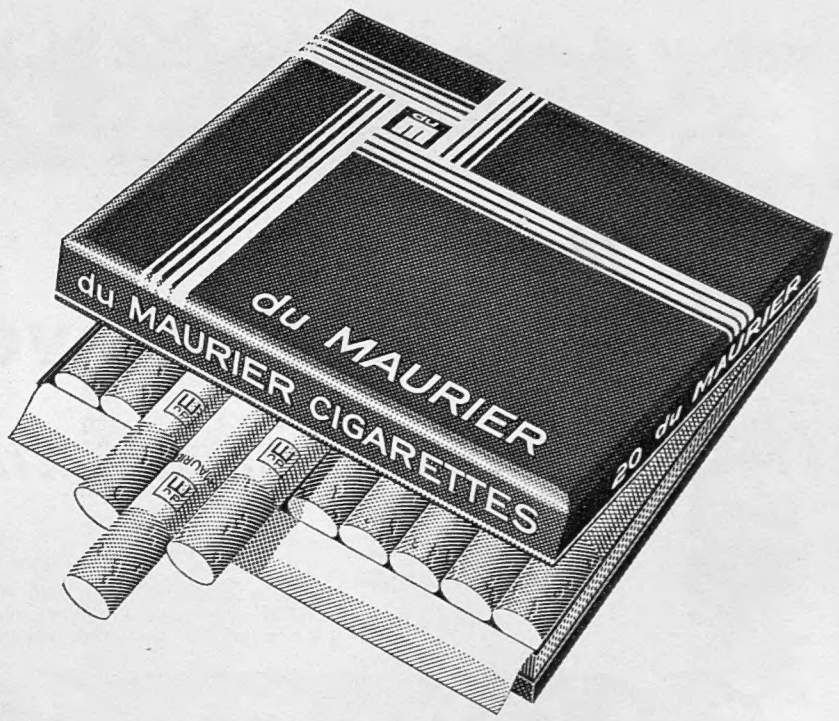

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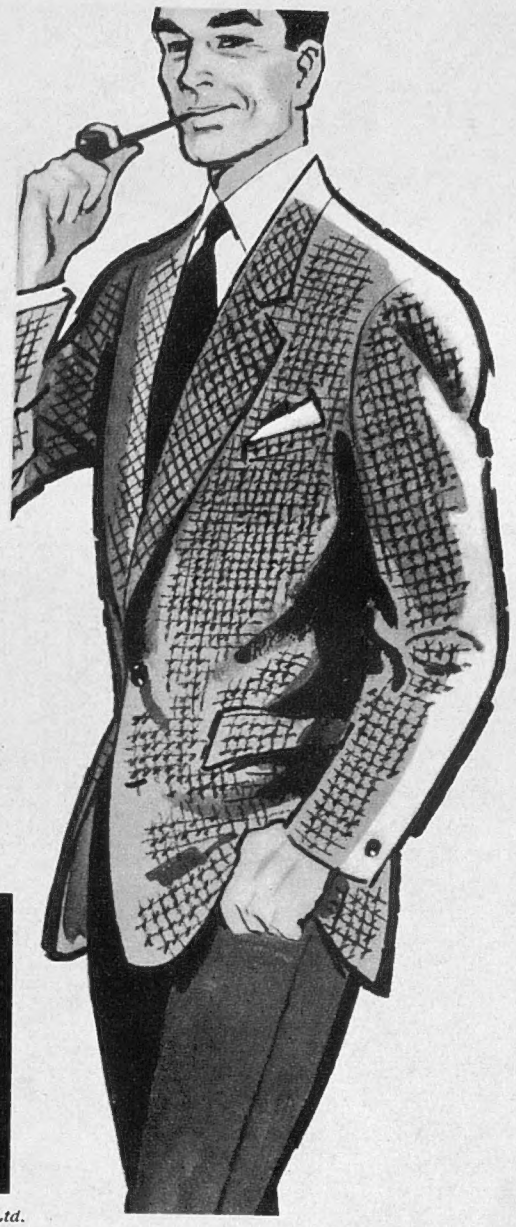

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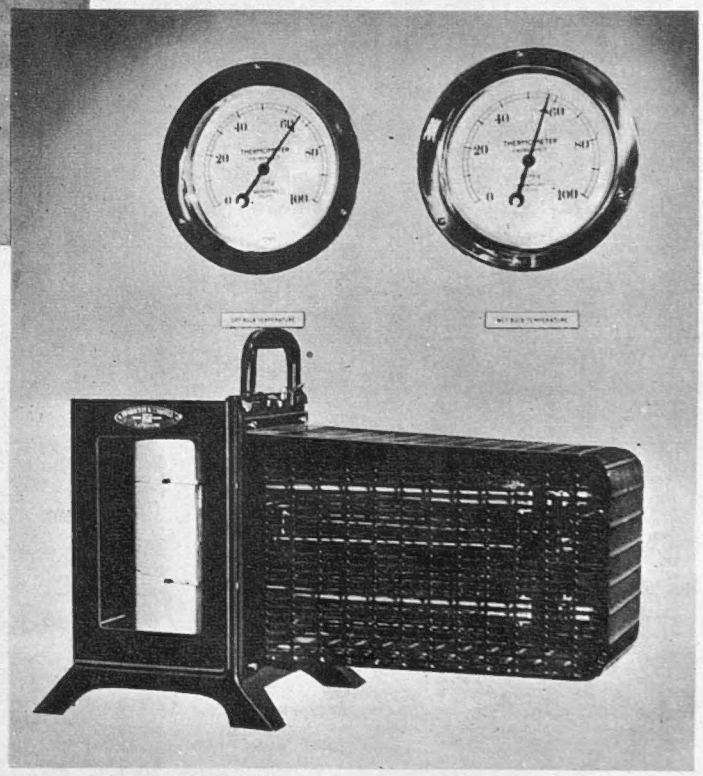

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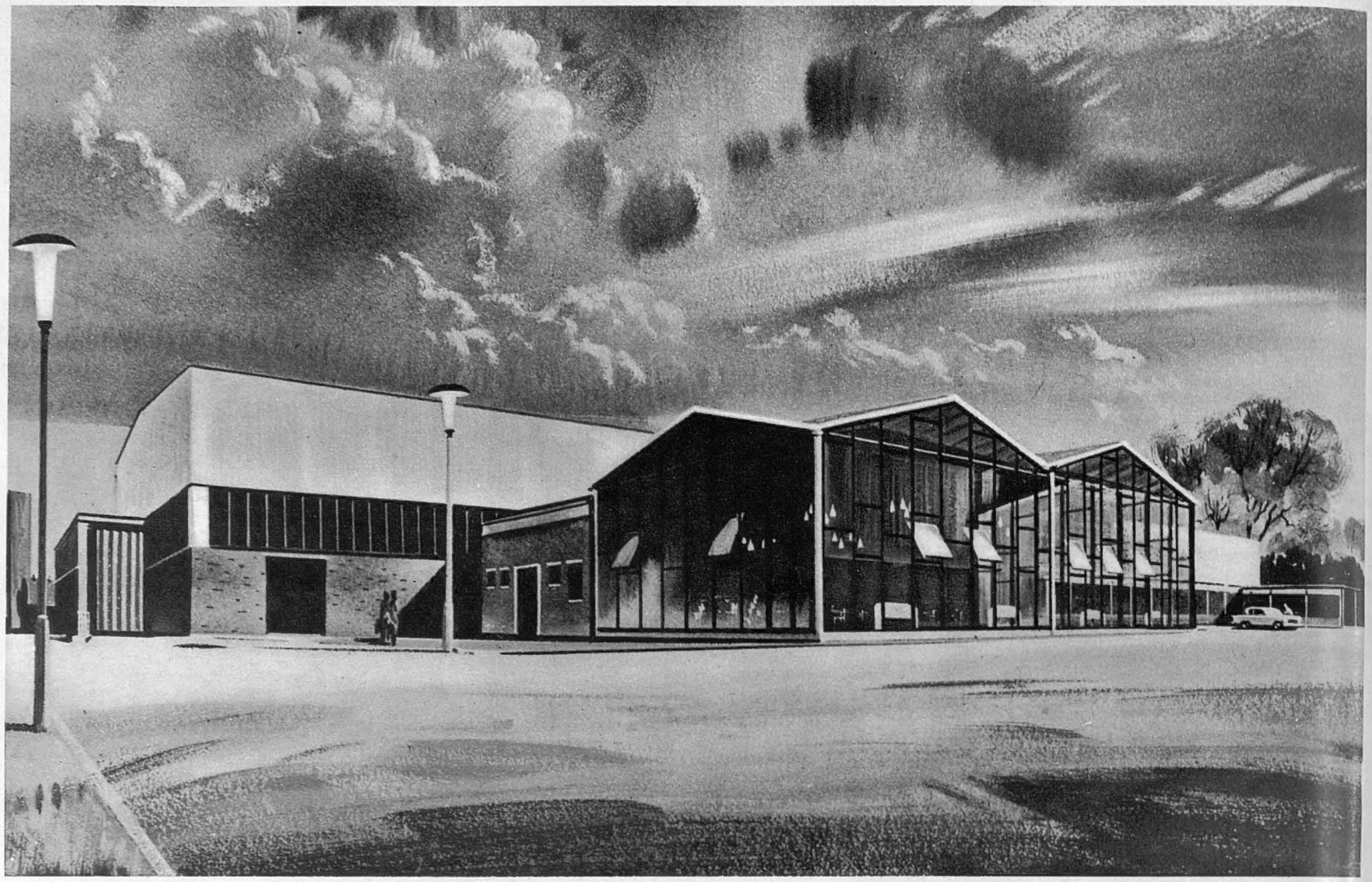

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Volume CCXLVII No. 3204

THE SPHERE

LONDON, October 28, 1961

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ROYAL DAY AT THE MOTOR SHOW

Princess Alexandra talks with Lord Rootes, Chairman of the Rootes Group, after she had opened the International Motor Show at Earls Court, in London. Behind is Mr. Donald Stokes, the Sales Director of Leyland Motors, who is this year's President of the Society of Motor Manufacturers and Traders. In her speech before declaring the Show open, the Princess said that although she was no expert on motoring and motor-cars, every motorist had to appreciate the value of sound workmanship in a car. It was upon this factor, she added, that the British car industry had made its name and achieved its wonderfully successful export drive. Attendance at the Show on Wednesday of last week, the first day, was over 14,000, which was 3,000 more than last year. In spite of the surcharge on purchase tax and other restrictions, the atmosphere was generally optimistic. Many large overseas orders were received, particularly from Europe and the United States. The Show ends on October 28 (see also Motoring Section in this issue)

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NEWS SUMMARY

Splits and divisions among the Communists; industrial disputes in Britain; "needles" in the skies; after the election in Turkey

COMMUNISM

While protests continued to reach Russia concerning the explosion of the 50-Megaton hydrogen-bomb (see picture of Mr. Khrushchev making his speech on page 135), the Russian Communist Party Congress in Moscow was largely concerning itself with questions of Communist ideology. Serious divisions were revealed on both the domestic and the external Russian Communist fronts.

On the home front Mr. Khrushchev attacked the Anti-party group which had tried to oust him in 1957 and for the first time named Marshal Voroshilov, President of the U.S.S.R. until last year, as one of its members. Others who had been named on earlier occasions included Mr. Molotov, now Soviet Representative at the International Atomic Energy Agency in Vienna, and Mr. Malenkov. Other speakers pressed home the attack, Mr. Mikoyan, for instance, alleging that had the anti-party group not been defeated there would have been a risk of world war. Although the conflict has been dressed up in ideological forms, as between the "true Leninism" of Mr. Khrushchev and the Anti-party "Stalinists," the basic struggle is for power in the Soviet Union and turns on the question of how far Mr. Khrushchev is really master in his own house.

In the larger sphere of world Communism, the split between Russia and China became wider, Mr. Hoxha's régime in Albania providing the cause for this. Albania, which has constantly supported Pekin in the Sino-Soviet ideological dispute and was not represented at the Congress, was violently assailed for its "deviationism" by Mr. Khrushchev but defended by Mr. Chou En-lai, the Chinese Prime Minister and chief representative from Pekin. When he had finished speaking Mr. Chou shook hands with some of the Russian leaders near him but appeared deliberately to ignore Mr. Khrushchev. North Vietnam and North Korea followed China's lead over Albania. (At the same time, in Albania itself Mr. Hoxha was accusing Mr. Khrushchev of telling "lies" and of being an "anti-Marxist" who was "openly attacking world Communist unity.")

GREAT BRITAIN

At a memorial service in Westminster Abbey last Monday the country paid tribute to Mr. Hammarskjold, the late Secretary-General of the U.N. Among those present were Mr. Macmillan and many other political figures.

By the beginning of this week, **Hull** had 64 cases of poliomyelitis. It was estimated that 350,000 people had been immunised with the new Sabin oral vaccine. **Sheffield** had thirteen cases and asked for the oral vaccine.

Strikes and industrial unrest continued to cloud the industrial scene. The Rootes Group issued dismissal notices to its 8,000 employees as production was at a standstill. This was caused by the strike at the Group's British Light Steel Pressing Factory at **Acton:** 1,000 men there came out on unofficial strike in September. Lord Rootes denied reports that Communist agents were responsible for large-scale subversion at Acton. The motor industry feared there might be further strikes. The management at the Ford Motor Company circulated an appeal to the unions to take steps to avoid threatened unofficial strikes at **Dagenham** over the vexed tea-break question.

Last week the Steel Company of Wales closed down its modern Abbey and Margam works at **Port Talbot** and 15,000 men were temporarily out of jobs. The dispute began in September when the company could not reach agreement with its 358 bricklayers on new works contracts. At the beginning of this week there was still no agreement.

The Burnham Main Committee and the National Union of Teachers accepted the Government's reduced pay rise of £42,000,000 offered by the Minister of Education, Sir David Eccles. Sir David in return said he would not go ahead with plans to introduce legislation to dismantle the Burnham Committee. There was dismay among some teachers and there were unofficial strikes in **London** last Monday.

Last week, the Cunard Company postponed indefinitely its plans to build a 75,000-ton replacement for the *Queen Mary*. The company also announced that it and two of its subsidiaries had been operating at a loss.

Polio vaccine is loaded at Manston, Kent, to be flown by the R.A.F. to Hull

THE UNITED STATES

The U.S. Air Force dispatched their satellite Midas into orbit round the earth. Early this week it was leaving a trail of tiny copper needles 2,000 miles up. The experiment is designed to provide round the earth a band of about 350,000,000 of these needles, each less than an inch long and less than the thickness of hair. Their purpose is to form a belt from which radio signals could be reflected halfway round the world. (It is hoped that they will form a more reliable means than the ionosphere, layers of the upper atmosphere which reflect back to earth radio waves.)

The American experiment has aroused sharp controversy among international scientists. Basic objections are that the needles would stay indefinitely in orbit instead of decaying as designed; and that the needles might hinder optical and radio astronomy. Perhaps the most important issue at stake was that the U.S. went ahead with the experiment, despite scientific opposition, since there is no international co-ordinating machinery to deal with space research problems.

MIDDLE EAST

In the official results, announced in **Ankara,** of the Turkish General Election, Mr. Inönü's Republican Party, supported by the ruling military junta, obtained only 173 out of 450 seats in the National Assembly, thus denying it the overall majority it had hoped for. The Justice Party, which contains many former members of the late Mr. Menderes' Democratic Party, won 158 seats. The Republican Peasants' Nation Party and the New Turkey Party commanded 119 seats between them. In the elected seats in the Senate, the Justice Party led with 70 seats, compared to the Republican Party's 36. General Gursel, the head of the present régime, and Mr. Inönü both called for an all-party coalition. On Monday the leaders of the Justice Party were still opposed to this proposal.

As a sequel to President Nasser's recent broadcast promising revolutionary action (see picture on page 135) it was announced in **Cairo** that the wealth of 167 of Egypt's richest families had been sequestrated, and forty politicians arrested.

BELGIUM

Over 60,000 Flemish demonstrators took part in a march through **Brussels.** They called for equal treatment of both national languages—Flemish and French; protested against the gallicization of the area round Brussels; and demanded the demarcation of the Walloon and Flemish regions. The Belgian Government is in the process of drafting a Bill to stabilise the country's language boundaries.

SALUTATIONS—DR. RAMSEY AND THE PATRIARCH OF JERUSALEM: KING HUSSEIN AND A FARMER: PRESIDENT DE GAULLE AND A GENERAL

Unlike the brief British handshake, other countries have warmer ways of greeting. When the Orthodox Patriarch of Jerusalem, his Beatitude Benedictos, arrived at Lambeth Palace for a solemn Te Deum sung in the Chapel, he was welcomed by the Archbishop of Canterbury, Dr. Ramsey, in the manner traditional among churchmen. The Patriarch was on a brief private visit to Great Britain. The ceremonial of the Middle East is further shown by the embrace between King Hussein of Jordan and a grateful farmer. The occasion was the formal handing over to farmers of title deeds to their land formerly owned by the Crown. Nearer Britain, President de Gaulle formally embraces General Veziney, Commander of the First Military Region (Paris), after investing him as a Grand Officer of the Legion of Honour at a ceremony held at Les Invalides in Paris

THE NEWS IN PICTURES

BRITISH EXPLORERS RETURN FROM THE AMAZON

DR. VERWOERD'S INCREASED SUPPORT

With his wife, Dr. Verwoerd, the Prime Minister of the Republic of South Africa, walks across Church Square, Pretoria, to address a student rally. It was his first public appearance since his return to power after the general elections. His party, the Nationalists, increased their majority to 54 seats from 48

Far left: Mr. J. Hemming and Mr. C. Lambert, the British explorers whose companion, Mr. Richard Mason, was murdered by Indians on the Amazon, are greeted at London Docks on their return home. From left are Mrs. Hemming and Lieut.-Colonel H. H. Hemming; Mr. C. Lambert; Mr. J. Hemming; and Mrs. Service, Mr. Hemming's sister. The explorers were on an Anglo-Brazilian expedition to the tributaries of the Amazon when the tragedy took place

THE *BARMOUTH* DRIFTING OFF THE YORKSHIRE COAST

HER CREW BACK ON DRY LAND

The nine members of the crew of the boom defence vessel H.M.S. *Barmouth* stand in front of one of the R.A.F. air-sea rescue helicopters which had rescued them from the vessel drifting in gale-force winds and heavy seas off the Yorkshire coast. **Far left:** The *Barmouth* lies deserted, two miles off the coast from Withernsea, after the men had been rescued. She was being towed by the tug *Warden* from Portsmouth to Rosyth for a refit when the tow rope parted and it was feared the 730-ton vessel would be blown aground. After drifting all night, the crew were rescued by two helicopters. Conditions were reckoned locally to be the worst for years. Last week's gales round the British coast continued over the week-end

THE QUEEN AT THE 600TH ANNIVERSARY FOR MAGISTRATES

The Queen is introduced to one of the guests at a reception at Guildhall given by the Corporation of London to members of the Magistrates' Association. To her left are the Lord Mayor, Sir Bernard Waley-Cohen, his wife and the Duke of Edinburgh. The reception marked the association's annual meeting and the 600th anniversary of the statute of King Edward III by which Justices of the Peace as such were first appointed. At a luncheon preceding the opening of the Magistrates' conference, presided over by the chairman, Lord Merthyr, the principal guest was Sir Reginald Manningham-Buller, the Attorney-General. The opening session was addressed by Sir Frank Soskice, Q.C., M.P., who was Attorney-General in the Labour Government in 1951. He spoke of the element of chance that might affect legal proceedings even though all care was taken to prevent the conviction of an innocent man. Sir Frank referred particularly to his doubts about the case of Timothy Evans, who was executed in 1949

THE DUKE OF EDINBURGH AT A SCOTTISH SHIPYARD

Below right: Accompanied by Mr. M. A. S. Scott, chairman of Scotts' Shipbuilding and Engineering Company, the Duke of Edinburgh walks through the company's shipyard at Greenock. Midway through his visit marking the Scottish yard's 250th anniversary, Prince Philip announced that the company had gained a £1,400,000 order to build a 28,000-ton bulk carrier, the largest merchant ship to be constructed by Scotts. The order was placed by a Greek shipowner, Prof. S. G. Andreadis

A YORKSHIRE OCCASION IN LONDON

Far right: At the forty-eighth annual dinner of the Society of Yorkshiremen, the Princess Royal is presented with a bouquet by the Hon. Iris Peake. Left are Lord Ingleby, president of the Society, and his wife, and extreme right, Mrs. McCulloch, wife of the chairman of the executive committee. The Princess Royal is patron of the Society of Yorkshiremen

Below right: The Ice Patrol ship, H.M.S. *Protector*, leaves Portsmouth at the start of her voyage to the Antarctic where she is spending her seventh successive tour. On December 30, she celebrates the twenty-fifth anniversary of her commissioning, making her the Navy's oldest sea-going ship

H.M.S. *PROTECTOR* LEAVES FOR THE ANTARCTIC

Far right: Général du Brigade Bruneaud is piped aboard H.M.S. *Audemer* at Portsmouth by the boatswain and another member of the crew. Left is the ship's Commander, Captain P. G. Gooderham. The General, who was visiting the ship, is Commandant de L'Ecole D'Application du Train, which is the French Army's equivalent of the British Royal Army Service Corps Training Centre. H.M.S. *Audemer* is the H.Q. ship of 76 Squadron, R.A.S.C.

FRENCH GENERAL VISITS R.A.S.C. SHIP

MR. KHRUSHCHEV LEADS THE APPLAUSE AFTER ANNOUNCING RUSSIA WILL EXPLODE A NUCLEAR DEVICE OF 50 MEGATONS

As is customary in Russian Communist circles, the Soviet Prime Minister leads the applause at the conclusion of his first marathon speech—over six hours in length—to the twenty-second Congress of the Russian Communist Party. On the platform behind are members of the Presidium of the Supreme Soviet of the U.S.S.R. In the course of his address Mr. Khrushchev announced that Russia would explode a 50-megaton hydrogen-bomb—the equivalent of 50,000,000 tons of TNT—before the end of this month. Immediate reaction in Washington was to appeal to Russia to reconsider this decision. At the U.N. in New York, it was proposed a similar appeal should be made by the General Assembly. In many parts of the world fears were expressed regarding the effects of fallout in the atmosphere resulting from so monstrous a thermo-nuclear explosion (see also John Connell, page 138)

THE NEWS IN PICTURES

Two delegates of the Syrian Arab Republic to the U.N., Dr. Adeel El Dawoodi (left), and the leader of the delegation, Mr. Farid Chehlaoui, sit in the General Assembly after Syria was re-admitted. There was no objection to the re-admission. On the same day Britain decided to recognise the new Syrian Government. **Far right:** President Nasser makes a nationwide television and radio broadcast from Cairo. He spoke of Egypt's need for "revolutionary Socialist work." Regarding Syria, he said that his party had been over-confident and had erred in "coming to terms with reactionary elements"

SYRIA RE-ADMITTED TO THE UNITED NATIONS

PRESIDENT NASSER ON TELEVISION IN CAIRO

AFRICAN LEADERS MEET IN DAR-ES-SALAAM

Dr. Hastings Banda (left), of Nyasaland, Mr. Julius Nyerere, the Prime Minister of Tanganyika, and Mr. Jomo Kenyatta, of Kenya, stand to acknowledge the cheers as they drive through the capital of Tanganyika. They had met with other Central and East African Nationalist leaders to discuss the possibility of federation of their countries

RUSSIAN SHIPS FOR THE INDONESIAN NAVY

Far right: An armed Indonesian soldier mounts guard in Jakarta over some of the ten Russian gunboats which had just been handed over to Indonesia. The ships were supplied under the Russian-Indonesian arms deal

FLIGHT FROM TRISTAN

The 270 islanders who were taken off the volcanic island of Tristan da Cunha, in the South Atlantic, are now on their way to London. They arrived in Cape Town last week on the Dutch liner *Tjisadane*, welcomed by cheering crowds. They attended a thanksgiving service in St. George's Cathedral for their safe deliverance from the volcano. Then they sailed in the British liner *Stirling Castle*, due in Southampton on November 3.

Reports from the island itself judged the cone of the erupting volcano to be about 40 ft. high. The main beach was covered with lava, and rocks and lava were reported to be nearing the canning factory. According to a Cape Town animal welfare society, concern for the animals left on the island was exaggerated. The dogs had been shot, the cats could live off the rats, and the sheep were wild. The grazing grounds were not threatened by lava.

Refugees from Tristan da Cunha are rowed in a longboat to the Dutch liner *Tjisadane*

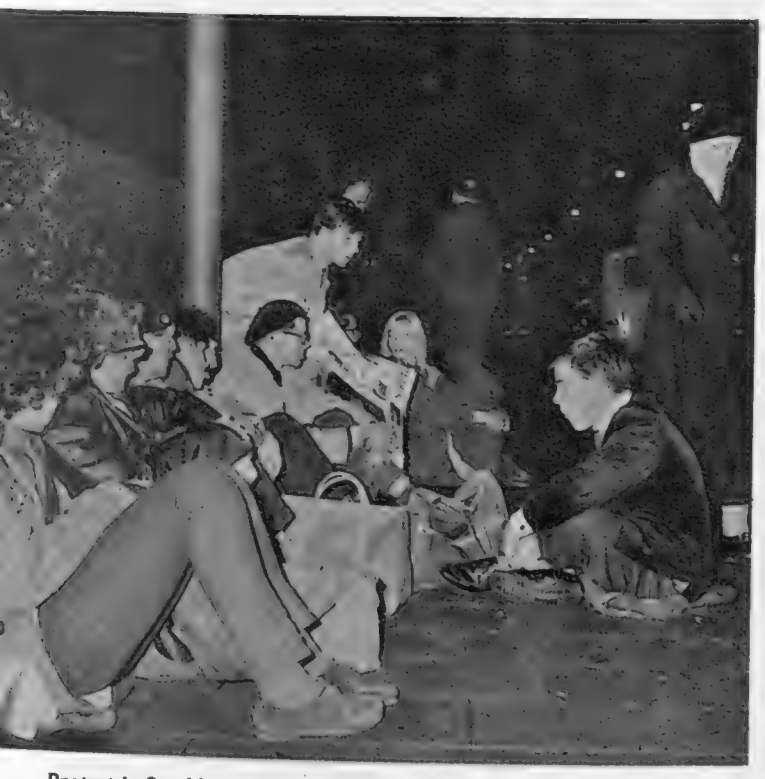
One of the first official pictures to be received of Tristan since the evacuation. It shows the volcano in action above one of the deserted dwellings

Algerian demonstrators squat on the ground in Paris after being arrested for interrogation

In Paris last week the F.L.N.—the Algerian Nationalist organisation—showed the hold it has on the Algerian Muslims resident in France. Many thousands of them demonstrated in the French capital against a recently imposed curfew on the movements of Algerians and there were serious clashes, amounting in some instances to pitched battles, with the police. Among the many casualties some were fatal. Over 11,000 Algerians were understood to have been arrested and the authorities ordered the deportation of 1,500 of them. There are about 375,000 Algerians in France.

In demonstrations of a different kind, sit-down protests were staged in Stockholm and London against Russia's 50-megaton bomb. In Stockholm youths squatted on the pavement outside the Soviet Embassy. In London a march organised by the Committee of 100 was stopped by police near the Russian Embassy. When the demonstrators sat down 500 were arrested.

PROTESTS IN THREE CITIES



Protest in Stockholm against Russia's monster bomb

Nuclear disarmers sit near the Russian Embassy in London

JOHN CONNELL

"THE GREAT, BARE STAIRCASE"

The year, I think, in which I was thirteen, my mother took me, as a birthday treat, to a cinema in Southampton where the main feature was a filmed version of W. A. Darlington's *Alf's Button*. Alf, the humble private soldier, it will be recalled, became the possessor of a magic button which, whenever he rubbed it, summoned a munificent djinn, who was able to gratify every whim of Alf's. The djinn, for reasons which are now obscure to me, answered to the name of Eustace. Had this, I wonder, anything to do with the Arabic title of honorific address, Ustaz? At any rate, as the picture approached its inevitable happy ending, Alf asked Eustace to arrange for him to be a father. The final sequence, as I remember, showed Alf waiting in a hospital corridor. A nurse appeared with a bonny baby in her arms, and popped the child into Alf's gratified embrace. Another nurse came, and another and another, each with a bonny baby. Alf, festooned with bonny babies, looked straight into the camera with horror and dismay; and then on the screen appeared the words: "Eustace always was so bloomin' wholesale!" I laughed so much that I had, almost immediately afterwards, to fortify myself with three éclairs, two meringues, and a quarter of a pound of chocolate fudge.

Across close on forty years, it seems to me that Mr. Khrushchev shares Eustace's little fault. He always is so bloomin' wholesale. Why a 50-megaton bomb? Why not a 15-megaton, or a single megaton? We in the West know that the Soviet Union has thermonuclear weapons, many thermonuclear weapons, big thermonuclear weapons. If we are going to be frightened off our course, we shall not be affected by a vast, extravagant showing-off and flexing of thermonuclear muscles; we cannot be *more* frightened than we are already. Perhaps Mr. Khrushchev is thinking of terror in terms of an algebraic equation, in which (if we may move over to the blackboard, edging Professor Jimmy Edwards off the dais) b may be taken to represent the loudness of the bang, and f the degree of funk which it is supposed to produce.

Now, if you follow me, b^2 may equal f^2; *but*—and this is where Professor Khrushchev goes wrong and makes, if I may say so, something of a buffoon of himself—b^{50} does not equal f^{50}. It is therefore foolish of Mr. Khrushchev to act, or to threaten to act, on the assumption that they do; and it is even more foolish of anyone in the West to accept the assumption and get an attack of the jitters under the threat. The one serious danger in the testing of a 50-megaton device is, of course, the extent of the radioactive fall-out. But this is a time, as I seem to have heard myself saying more than once lately, for steadiness, for a nerve in our statesmen that is quite impervious to every loud, menacing noise, and for a patience in discernment which will recognise the genuine (if muted) note of negotiation through all the banging and the bluster and the boasting.

The steadiness and the patience are difficult to achieve, even more difficult to sustain. But they can be acquired by facing the fact that a swift, jittery, unreflective reaction to every one of his manœuvres, whether it be the bland, pigeon-like coo or the loud, brutal brag, is exactly what Mr. Khrushchev most wants out of the West. If we are equable but firm, we are not playing the game in the way in which he wants us to play it. If he can get us—and keep us—rattled, he can win this round, and go on, with the initiative in his hands, in a favourable position to the next.

It was, I believe, a pity therefore that President Kennedy, who has discovered (and has exploited with considerable courage) the value of steadiness, permitted himself so instantaneous a reaction to Mr. Khrushchev's 50-megaton threat. There are moments when the *flegme Britannique*, which is always to be distinguished from smugness and apathy, comes in handy. I confess to a certain admiration for the trap-door character in "Aftermyth of War" (a gloriously wicked item in *Beyond the Fringe*) who, as disaster succeeds disaster in a B.B.C.-ish history of World War II, pops up and in a rich Mummersetshire accent demands another nice cuppa. I trust this will not be regarded as too flippant a response to the 50-megaton threat; but I am too stout and too old to go and squat in the Russian Ambassador's drawing-room; and, on the whole, I believe that my reaction can be just as much, or as little, use as that of Mr. Pat Pottle.

Mr. Khrushchev addresses the Communist Congress in Moscow

On Tuesday, October 17, the 22nd Congress of the Communist Party of the U.S.S.R. opened in Moscow, and so, by an odd coincidence, did a two-day recall of the British Houses of Parliament and a debate, in both, on foreign affairs. Mr. Khrushchev in the Kremlin spoke for six hours and twenty minutes. Lord Home in the House of Lords, and Mr. Gaitskell in the House of Commons, both spoke for a much shorter time; and it is doubtless proof of my bitter anti-Communist bias that I believe that, between them, the Foreign Secretary and the Leader of the Opposition managed to talk a good deal more common sense, and be far more truthful and far more statesmanlike than Premier Khrushchev. It is, of course, a matter for genuine thankfulness, and it looks like a concession, that Mr. Khrushchev announced that he would not, after all, insist on signing a peace treaty with Germany before the end of this year "if the West showed a readiness to settle the problem." The only snag is that the signing of a peace treaty is not what worries the West, but the future of West Berlin; and until that is settled, the threat of a real crisis, and not just a shadow-boxing crisis, remains.

Mr. Khrushchev was anxious to show himself to be a man of peace. It is, I am sure, a sincere anxiety; thermonuclear war cannot be, on any terms, a paying proposition. But when Mr. Khrushchev proclaimed, "You cannot introduce ideas on the point of a bayonet, or, for that matter, at the end of a rocket," it was a pity that the modern conventions of the Communist Party Congress (as distinct from its earlier gatherings in which, as history records, verbal conflict soon became a series of umbrella duels and silk hat smash-ups, splendid to behold) did not permit anyone, in the body of the hall, to shout "Wot abaht 'Ungary, mate?"

Mr. Gaitskell, on the other hand, in the far less formal atmosphere of the House of Commons, bore with equanimity a good many interruptions, mostly from his own side, in a speech which was remarkably constructive and contained several practical suggestions, as well as a deserved rebuke to the Prime Minister for his very odd Press conference at Gleneagles in August. The effects of one or two indiscreet remarks at that conference must surely by now have been wiped out by Lord Home. The Foreign Secretary made it quite clear, in the House of Lords last week, that "the Berlin problem can lead to a fight and war because the freedom of two and a half million people is threatened with extinction." He also emphasised his conviction that it is right to go on probing for an agreement with the Soviet Union, based on solid guarantees, and his awareness that, as a consequence of Mr. Khrushchev's speech, the atmosphere of an ultimatum—"agree on my terms, or else . . ."—has been removed.

Have the Russians been convinced, at last, that the Western Powers are determined not to give way over Berlin, and that to carry the dispute over the edge of discussion into a shooting phase is to begin a war which is bound to widen into a thermonuclear contest, with all its calamitous implications? Mr. Dean Rusk and Lord Home have both done their best in their preliminary discussions. Mr. Khrushchev has restated his belief in the possibility of peaceful co-existence; but as Mr. Macmillan was at pains to point out, while the situation in many parts of the world is and will remain anxious, we must not despair, and we must accustom ourselves to anxiety. The fundamental causes of anxiety may be alleviated, but not removed, by Mr. Rusk's suggestion that if the Russians agree, a treaty banning nuclear tests could be signed within thirty days. For this is a stormy, complicated and dangerous world in which we live.

A week or two ago I remarked upon the oddly disconcerting effect of events proving one to be right, beyond argument. It is almost equally disconcerting to find that Ministers, including Mr. Macmillan himself, echo in Parliament sentiments which, week after week, I have been expressing in *The Sphere*. We must not let ourselves drift, says Mr. Macmillan, and we must not panic. Lord Home says that if Mr. Khrushchev makes a mild speech in Moscow it does not mean that the cold war has abated; and if he makes a blustering speech, it does not mean that a nuclear war is imminent. And we must go on—in R. L. Stevenson's great image in *Weir of Hermiston*—"up the great, bare staircase of our duty, uncheered and undepressed." This is a realistic outlook, though, I admit, not greatly exhilarating.

The Earl of Avon arrives with Lord Home at the House of Lords for the foreign affairs debate. In the course of it he made his maiden speech as a Peer and his first Parliamentary utterance since, as Sir Anthony Eden, he resigned the Premiership in 1957. Lord Avon, whose experience in foreign affairs began thirty-five years ago, took Berlin as his theme and called for a firm stand by the West against Russian demands. This would not be inviting war but would be the surest way to avert it, he declared. From a position of firmness the West could proceed to negotiations. But there must be no appeasement. The free world must seek for agreements "in the true interest of lasting peace." Berlin was the focus of Communist world-wide pressure

RETURN TO WESTMINSTER

The Rev. James Seth, a Malagasy by birth, is the new Anglican Assistant Bishop in Madagascar. The consecration service in Lambeth Palace Chapel, London, last week was conducted by Dr. Ramsey, Archbishop of Canterbury

Britain's new Ambassador to the United States, Sir David Ormsby-Gore, with his wife, leaves his London home for Buckingham Palace. Sir David was invested by the Queen last week with the insignia of K.C.M.G.

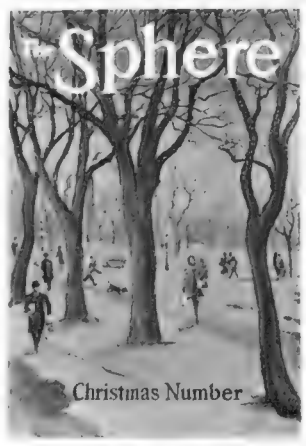
Against a background of the South Downs, the hunt officials of the Brighton and Storrington Foot Beagles are with the hounds at Devil's Dyke, near Brighton

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

BRIGHTON ROCK. The Labour Party Conference at Blackpool ended on a triumphant note from Mr. Gaitskell: " Last year we met to save the party; this year to save the country." Students of politics are often inclined to expect more sensations from these party conferences than in fact result. Squibs, of course, are blown off in the debates, for " plain speaking " is said to be a healthy sign of democracy, but there is no H-bomb to be expected with any confidence at the end. After all, the parties assemble to *consolidate* against their rivals. Blackpool and Brighton are ancient history now. At Brighton, speculation before the event centred on Mr. Butler. (" This rock shall fly, so soon as I.") Could he remain calm, confident and unyielding in the face of so many resolutions stressing the appalling dangers to be foreseen from unrestricted immigration from the West Indies and on the vital need to adopt more stringent measures to deter violent criminals? Or would all these fiery resolutions melt away under his gentle, sweet reason and his promises of more police, more curative establishments and a longer trial period for psycho-analysis? The sensationalist prophets (and my own reasoning) convinced me that he could not " remain indifferent " to the demands to regulate immigration, and he bowed to the summer breeze and promised to explore the avenues for a Bill (perhaps even in the new Session's business), a humane and colour-bar-free Bill, to exclude the criminal and the blatant welfare-benefits-seeker and to step-up the deportation of law-breakers. Opposition melted before his sweet reasonableness. The debates of October 12 at Brighton revealed the Tories as the most civilised debating society on the Earth's face. It was enough for the " knout-and-halter " rebels that Mr. Butler could henceforth devote more attention to Home Office affairs, that he had recruited 2,000 more police to ensure the " continued safety " of 50,000,000 people and hoped for at least two more mental hospitals for criminals by 1963. His logic and statistics convinced the representatives. Only in the lanes and by-streets of Britain, voices (outside the Brighton conference hall) may still be heard bewailing the imperviousness of Mr. Butler's treacle. Some will recall the story of young Albert eaten by the farmer's pig (or if you prefer, the zoo lion), and the farmer's words of comfort; " It's very sad, but you can easily have another child "; and the outraged parent's reply: " If you think my wife and I are going to breed children to feed your pigs (or lion)—you can . . . (unprintable)." But Mr. Butler went farther than the farmer. He would consider the possibility of some form of cash payment for casualties while crime triumphs. So. Mr. Butler rode out the storm. His logic and treacle proved more impervious than rock and he easily convinced the rebels that he had on his side the whole Cabinet and the vast majority of the House and Country of all parties. If the judicial Bench held a contrary view, they exist to administer, not make, the Law. The Common Market debate was even more " civilised," produced quite admirable speeches and was a signal triumph for the Establishment, for party loyalty and for the power that still lies in reasoned oratory in polite assemblies. It was another Culloden

"THE SPHERE" CHRISTMAS NUMBER



Shoppers on their way home with their purchases on Christmas Eve provide the theme of Lucien Lowen's cover for this year's Christmas Number, to be published on November 10. Colour pages include Geoffrey Fletcher's impressions of the Edwardian era; a seascape by Montague Dawson; Pauline Baynes' paintings of autumn and winter; an Isenbrandt Madonna; Tissot's *Convalescent*; and William McLaren's illustrations for *Sir Gawain and the Green Knight*. In black and white are many illustrated articles on such diverse subjects as The Boxing Day Meet and Vintage Motor Cars. This year's short story is by Stella Gibbons.

There is still time to place your order if you are to make sure of catching the overseas mails. Order through any branch of W. H. Smith, Wymans, John Menzies, or any other newsagent. " The Sphere " Christmas Number costs 5s., including postage.

Léopold Sédar Senghor, the President of Senegal, takes a walk in the French countryside with his French wife Colette and their son Phillipe. M. Senghor has a reputation as a statesman-poet. His and Madame Senghor's four-day official visit to Britain ends on Saturday, October 28 (pictures of Senegal are on page 157)

for the rebels. The Establishment had "pondered deeply" and its rigid discipline prevailed.

TE DUCE, CÆSAR. The Premier himself was a second pre-conference target for sensational speculation. Was he beginning to pine for the sweets of retirement, to realise that he had reached, or passed, his apex in political life and was thinking of retiring, while still healthy and vigorous, to his books and golf and garden with a well-earned Earldom? I was quite prepared to expect that his winding-up speech would let fall *no* such hints and that, after a reference to the healthiness of frank exchanges of views, he would triumphantly announce that, still as of old, the Tory Party stands four-square to save the country and that the delegates would roar approval and go confidently forward into the future, "te duce, Cæsar," for another ten years of Tory rule. And so it proves. All the same, there must remain a rebel or two here and there to criticise the Premier's inevitable and nicely-phrased bromides with the argument: Why have you not put into practice these fine specifics in the past years? Or, if you have done so, why have they proved so remarkably jejune of results? But there it is! With two (or three) political parties all united and pledged to save the country with foolproof cures, it is (in Creevey's phrase) "all mighty well" for the nation. A few years hence under the Tories any one who is willing to work can be sure of a minimum £1,000 a year. Under the Socialists, we shall "never have had it so good." And the Liberals promise us Paradise Regained. But plans and policies, however nicely dressed up, need to be proved. There remains many an "if." What this nation needs, if it is to pull through, is not a change of policies or Governments, but a change of heart. Back at Westminster, all three parties must be realising that they omitted from their policy-statements the one thing needful.

FOILING SAFE-RAIDERS. While we continue to await Mr. Butler's cures for criminals, science may have heard my call and found the way to foil safe-breakers. A Cambridge laboratory recently lost £60 from its safe to thieves but may have given them better than they got, to whit, a rare and sometimes incurable disease called "American Murder" or hook-worm. The police, always humane, quickly advised the poor robbers to see their doctor, which indeed is the accepted best remedy for rescuing every form of criminal from a life of crime. But, if "American Murder" is perhaps too severe a deterrent, there are plenty of germs which might be smeared on safe doors which would give burglars a lesson that crime does not pay—from barber's itch to some disease less "lingering" than the humane Mikado's punishments, but colourful and tiresome. Decontamination before the safe was opened in the normal way of business would become regular office routine. I suppose that the ten-year-old idea of invisible purple dye, claimed to become all too visible and permanent on clothes and hands in contact with it, has proved disappointing in results. But modern criminals are often men of culture and education, and among them must be many who would swallow a "stretch" but might strain at an itch.

THE OLD STAGER

The junior boys take part in a massed start for the annual Eton College Steeplechase

Hubie Cram (Max Bygraves), at the Casacabana night-club gets involved with the chorus as he tries to reach his table

Hubie, Brains (David Lander), Fatso (Danny Green) and Skin (Harry Ross) sing " It 's Legitimate "

The Animal Girls and Tilda Mullen (Jan Waters) in " What 's New at the Zoo "

ENTERTAINMENT

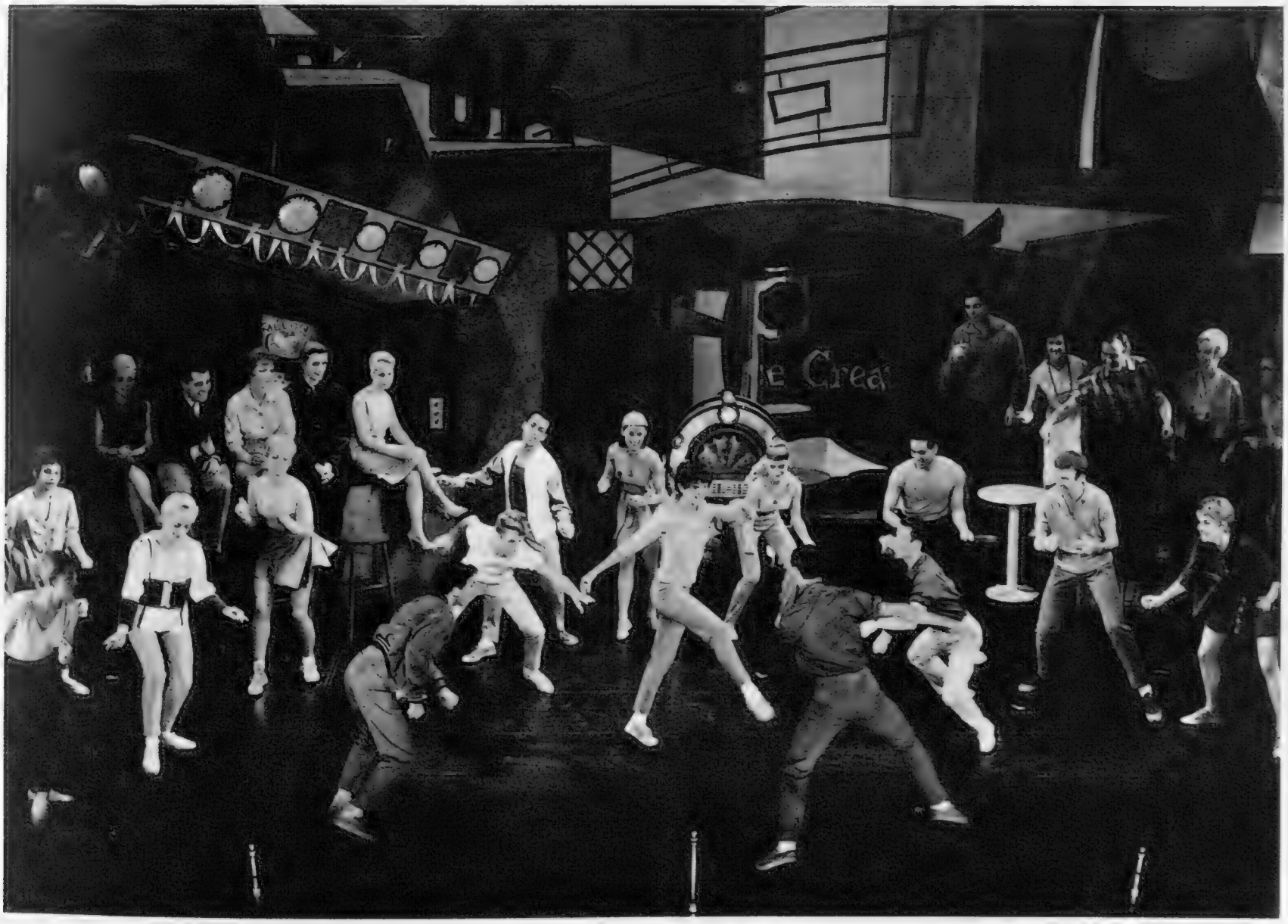
DO RE MI

at the Prince of Wales Theatre

In the past few seasons new musicals have been having a rough time on Broadway, while *My Fair Lady* goes on and on. One of those to survive has been *Do Re Mi* and it also looks likely to survive the Atlantic crossing to London. It is in the tradition of *Guys and Dolls* rather than that of *The Sound of Music*. Americans are fascinated by their gangster past, by the hectic hilarity of Prohibition and the business efficiency of its attendant racketeers. They have all the charm of successful illegality. Nowadays, overnight commercial success still has persuasive daydream appeal, as exemplified by New York's latest successful musical. It is called, lengthily, *How to Succeed in Business Without Really Trying*. This way of life, of turning the quick buck, provides the ethos of *Do Re Mi*. The story concerns Hubie Cram, a likeable layabout, who yearns for success at any cost rather than work in the clothes-pressing business. He thinks up a racket in the juke-box business and to make it work takes on three ex-gangster friends. Hubie's tottering business is saved by his discovery in a " Zen Buddhist Pancake Parlour " of a singing star, Tilda Mullen. Success seems assured but she falls in love with Hubie's big business rival, John Henry Wheeler. The ex-gangsters revert and become violent. A Senate Inquiry is set up. For a few hours, Hubie enjoys success and fame as Mr. Big, the man behind the racket. It is apparent that this book, by Garson Kanin, could be a sharp, sour look at the American dream of success of overnight millions in the pop music world. But musicals are the result of collaboration and compromise, so that the story has been softened and in the English production has Max Bygraves as Hubie. His cockney wit and practised charm enable him to make with *élan* the jump from pop songs to a full-length musical. He is extremely well-supported by Maggie Fitzgibbon as the long-suffering but strong-willed wife; Steve Arlen and Jan Waters as the romantic leads; and the energetic chorus. A brisk professionalism, plenty of vitality, and acceptable songs make an enjoyable and always good-humoured evening.

Jolyon Wimhurst

Tilda and John Henry Wheeler (Steve Arlen) in one of their love scenes. **Right:** Kay Cram (Maggie Fitzgibbon) stuns her husband Hubie as she raucously sings of " Adventure "



Energetic teenagers dance to a juke box in the number " All you need is a quarter "

THE VOICE OF THE COMMON

NEW ZEALAND

The Minister of Finance speaks in London on the Common Market

The recent overseas visit of the New Zealand Minister of Finance, the Hon. H. R. Lake—the first official visit he has made since his appointment last December—was primarily concerned with attendance at the Conference of Commonwealth Finance Ministers in Accra and with the meeting of the board of governors of the International Monetary Fund in Vienna. Among various matters requiring his attention in London, however, were some meetings in connection with Britain's proposed negotiations for entry into the European Economic Community. New Zealand's attitude was expressed by Mr. Lake in an address to the New Zealand Society in London.

"The forthcoming negotiations with the European Economic Community, with a view to United Kingdom membership, will be watched with apprehension by New Zealand in spite of the assurances we have received," he said.

"The agricultural protectionist policies of many Common Market countries have already caused New Zealand a great deal of worry. Obligations are accepted in the GATT which New Zealand is expected to honour in respect of imports of manufactured goods. These same obligations, however, are blatantly ignored by industrial countries when it comes to agricultural products.

"The objective of the Common Market is seemingly aimed at maintaining a high internal price level by imposing a levy on imports and, when necessary, shutting them out altogether. This applies mainly to the agricultural sector, of course—the community appears to be following a more liberal trade policy in other spheres. Although one can sympathise with the goal of the EEC in this matter—which is to raise personal incomes in the depressed agricultural sector—it is very much open to doubt whether they are going about it in an enlightened way, from the wider world viewpoint. The goal of all economic activity is to raise living standards and increase individual prosperity.

"I think it is axiomatic that in the long run this cannot be achieved by favouring the inefficient producer and penalising the efficient, of whom New Zealand regards itself as one. In the long run, no one will benefit if the more efficient units are forced out of production.

"New Zealand is not the only agricultural exporter to have misgivings over the proposed agricultural policy of the EEC. The United States, Canada, Australia, Argentina and Denmark, as well as New Zealand, have all sought to get the community to agree to some modification of the agricultural proposals.

"If the United Kingdom should join the EEC, New Zealand is vitally concerned because Britain is our largest market. Bearing in mind our dependence on the British market, there is no doubt that if Britain joined the EEC and accepted the proposed agricultural policy of the EEC the effects on the New Zealand economy would be disastrous. Not only would we lose our right of unrestricted access to the British market, our exports would also have to face a tariff barrier in the case of mutton, lamb and cheese; and in the case of butter, in addition, imports may be partially or completely excluded at the discretion of the European Economic Community in accordance with the varying level of internal production. Fortunately, the United Kingdom has made it clear that it is not prepared to enter the Common Market on these terms."

Mr. Lake went on to say that New Zealand appreciated the assurance that the United Kingdom Government had given that the dependence of New Zealand's agriculture on the British market was fully understood by the British Government, and that Britain would not feel able to join the Six unless special arrangements to protect New Zealand's interests could be secured in the negotiations with the Six. "The New Zealand Government values these assurances and is trusting the United Kingdom to honour them, as it is sure it will. We cannot believe, in the light of our long historical trading and family ties, that the United Kingdom Government, as the price for entry into the EEC, will accept conditions which will permanently damage our economy.

"The situation is then that we have reserved our position until the terms and conditions are known. This does not mean we will stop fighting every inch of the way for what we believe to be fair and reasonable. If a greater degree of economic and political unity in Europe is to be achieved, I hope it means that the market members will modify their protectionist agricultural policies, and that Britain, if she enters, has gained solid protection for Commonwealth interests. The goal of European unity is one which we support as long as it is not achieved by weakening the Commonwealth."

Mr. Nwachuku, the Nigerian Federal Minister of Education, talks to London schoolgirls in the art department of the Eltham Green Comprehensive School. He was on a short tour of British schools, colleges and universities. While in London he met Sir David Eccles, the Minister of Education

A new 66-ft. crayfishing boat, *Hajduk*, travels by trailer truck to Fremantle, Australia, for launching

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Helen, Dowager Duchess of Northumberland, President of the British Commonwealth Nurses War Memorial Fund, receives a bouquet from a Pakistani nurse at the opening of the London Nursing Exhibition which was held from Monday to Friday of last week

Mr. R. N. Dogra, the Principal of the Delhi Engineering College Trust, meets representatives of British industry at the Federation of British Industries Headquarters. British industry has provided over £250,000 towards the equipment of the College

Mr. R. S. S. Gunawardene, Ceylon's Ambassador in Paris (front left), and Sir Eric Harrison, the High Commissioner for Australia (front right), are among the pall-bearers at the funeral, in Golders Green, London, of the late Mr. de Soyza, who was High Commissioner for Ceylon to Britain

PAKISTAN

The dispute with Afghanistan—events behind the break

Recently Afghanistan broke diplomatic relations with Pakistan. Preceding it is a long story of hostile activity and propaganda and of aggressive designs. Ever since Pakistan came into existence, it has been its earnest endeavour to cultivate friendly relations with Afghanistan. Afghanistan, on the contrary, continues to follow a policy of hostility and aggression towards Pakistan. Its propaganda that Pathans living in Pakistan are not happy and its agitation for a plebiscite among the Pathans in Pakistan (without undertaking to hold a similar plebiscite among the Pathans in Afghanistan) is merely a cloak for expansionism.

The frontier between Afghanistan and British India was determined as far back as 1893 by a treaty (called the Durand Treaty) between the Government of India and the Ruler of Afghanistan and subsequently reaffirmed by the Governments of Afghanistan and British India in 1905, 1919, 1921, 1923 and 1930.

The Pathans in Pakistan voluntarily chose to become citizens of Pakistan through a referendum held on July 6, 1947, and through agreements concluded by their representatives. While a plebiscite has already been held among the Pathans living in Pakistan, it is for the Afghan Government to hold a plebiscite among the Pathans living in Afghanistan to ascertain if they would like to remain in Afghanistan or secede from it. Quite understandably, this has not been done. Of the 12,000,000 people in Afghanistan, only 3,500,000 speak Pushto, and the rest speak Persian, Turkish, Tajik and Uzbek. All these non-Pushto speaking parts of Afghanistan could on this basis be integrated with neighbouring countries.

Repeated attempts to persuade the Government of Afghanistan to give up its aggressive designs and false propaganda against Pakistan have failed to yield any results. It continues to commit aggression on Pakistan territory and has stepped-up its subversive activities. On September 23, 1960, a large Afghan Lashkar raided Bajaur within Pakistan territory. The attack was beaten off by local tribesmen. Again on May 19, 20 and 21, 1961, a large Afghan Lashkar raided Pakistan territory and attacked Pakistani picquets at Shahi, Miskanai and Sangpara with mortars and machine-guns. Their attacks were repulsed. Both these attacks were organised by the Afghan Government without any provocation from Pakistan. The Government of Pakistan duly protested to the Afghan Government.

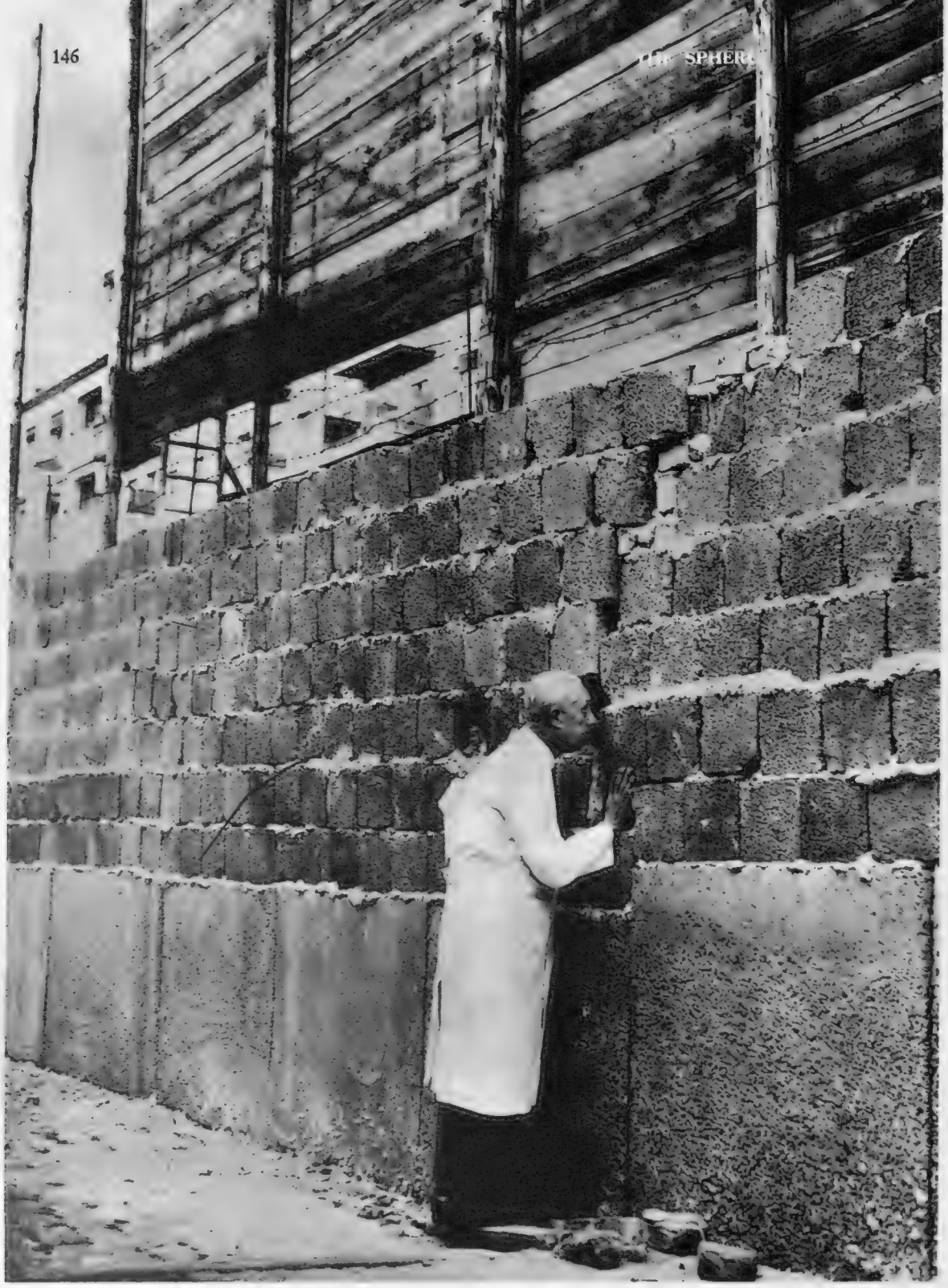
Apart from this, the Afghan Government subjected the Pakistan Embassy and Consulates to harassment and persecution, quite unparalleled in the annals of diplomacy. Members of the Pakistan Mission could not engage any Afghan domestic servant or secure the utility services of washermen, water-carriers, gardeners, barbers, sweepers, electricians, telephone mechanics, plumbers, carpenters, masons, tonga and taxi-drivers, shoe-makers, labourers, etc. Under pressure from the Afghan Government, landlords either refused to lease their houses on rent or demanded exorbitant rents. They even demanded that houses already rented to the Consulate staff be vacated. Shopkeepers, for fear of police harassment, hesitated to sell necessities of life to Pakistani staff. A diplomatic courier of the Embassy carrying a diplomatic bag to the Consulate at Kandahar was not allowed to proceed to his destination. Members of the Pakistan Consulates were frequently shadowed, insulted and abused by the Afghan Intelligence officials. A chauffeur of the Pakistan Consulate at Kandahar was assaulted by two persons near the Consulate on May 1, 1961, while the Afghan guard on duty sided with the assailants. The Pakistan Consul at Kandahar was refused an exit permit for Quetta. On enquiry, the local authorities informed him that they had received instructions from the Central Government not to permit anyone from the Pakistan Consulate to leave Afghanistan. Telephones of the Press Attaché and the Military Attaché of the Pakistan Embassy were disconnected. In spite of repeated requests to the Afghan Government, they were not restored.

All efforts of the Government of Pakistan, through its Embassy in Kabul and the Afghan Embassy in Karachi, to persuade the Government of Afghanistan to stop this deliberate and organised harassment of the representatives of Pakistan, were unsuccessful. Several written and verbal protests were lodged, but failed to produce any result, and the harassment continued. As a result, Pakistan Consulates in Afghanistan became paralysed and could not discharge their normal functions. To reduce the points of friction with the Afghan Government, the Government of Pakistan was compelled to close down the Pakistan Consulates at Kandahar and Jalalabad. Afghanistan used its own Consulates and trade agencies in Pakistan for anti-Pakistan activities. So the Government of Pakistan asked the Afghan Government to close them down.

The Afghan Government reacted by cutting off diplomatic relations. It would not allow the United Kingdom to look after Pakistan interests. In the midst of all this Pakistan continued to honour its transit agreement with Afghanistan. The latter responded by refusing entry to goods travelling through Pakistan, thereby causing terrible congestion in Pakistan's ports and transit lines. One can only hope that reason will dawn before the limits of Pakistan's forbearance are exceeded.

BERLIN'S "VILE WALL"

In *A Midsummer Night's Dream* Pyramus calls on Thisbe to kiss him through the hole of "this vile wall." Shakespeare's wall was part of a comedy. The vileness of the Berlin wall belongs to tragedy. By the middle of last week the East Germans were raising the barrier, for which they are responsible, to a height so that West Berliners could no longer stand and wave to their friends looking from upper windows on the other side. The exclusion of any contact between East and West was being completed. Further evidence of the vileness of Communist behaviour is to be seen in the photograph of the West Berlin police and firemen preparing to enter a manhole. The sewers running between the two sectors of the city have been one of the last hopes of escape for those attempting to break out from the East to the West.



"This vile wall"—a West Berliner peers through a hole in the barrier being continually heightened by the Communists

East German soldiers patrol their border

A factory too close to the East side of the wire is pulled down

The wooden fence erected on top of the wall

West Berlin police and firemen equipped with gas and oxygen masks go down a manhole into the sewers to search for refugees from the East using this escape route

BRIAN VESEY-FITZGERALD

THE BOLD-EYED SEAGULLS

Wide eyes that weary never
And wings that search the sea.

In those two brief lines Swinburne has captured the every essence of the seagull. " Wide eyes that weary never ": how true that is ! The seagull, and it makes no matter which species, has eyesight every whit as good as that of the vulture. Every gull seems to be able to spot a crust of bread no more than an inch long from many feet up and (apparently) a quarter of a mile away.

Robert Lynd, in one of his most delightful essays, commented upon this uncanny power of sight: " It is impossible to enter one of the London parks with a piece of dry bread in your pocket without every seagull knowing it for

And hear them cry, and all for a light-flung crust
Fling us their wealth, their freedom, speed and gleam.
And beautiful to see
Those that pass by lured by these birds to stay,
And smile and say " how tame they are "—how tame !

And not only for Londoners. I very rarely go to London, but whenever I do I go, if I can possibly spare the time, to one of the parks or to the Embankment, just to watch the gulls. I find no fascination in the ducks of the park lakes and I have sometimes noticed a rather horrifying similarity between the waddling pigeons of Trafalgar Square and the humans who feed them. But the gulls—there is freedom

Feeding the seagulls at Lambeth Bridge, with the Houses of Parliament in the background

miles around. I was standing by the Round Pond the other day, when a small girl came up with a paper bag full of bread to feed the ducks. She opened the bag and, taking out a slice that had seen better days, said to me gravely, " Would *you* like a bit? " I felt it would be ungracious to refuse, and no sooner had she passed me the slice of bread than a cloud of gulls came falling down out of the sky, each gull with a different-sized brown patch on its head. They whirled about us with such clamour that there was nothing to be done but begin to feed them. I have never before thrown bread at seagulls, but I found it extraordinarily satisfying. It was like watching the most brilliant possible fielding at cricket."

The fascination of the Thames gulls for Londoners has been beautifully described by Edmund Blunden:

Beautiful it is to see
On London Bridge the bold-eyed seabirds wheel

in the very heart of a clock-conscious world, something of the fresh wildness of the shore.

It is on the shore that you see the seagull at its glorious best. There you see that marvellous eyesight in operation. Many a time, when there has been no gull in the immediate vicinity, I have thrown a small crust on to shingle and immediately lost sight of it myself. But at once, as from nowhere, a gull has swooped and the crust has gone. Immediately the air all around has been filled with wheeling, mewing gulls. The one must watch the other, gull keeping wary eye on gull.

How marvellous is the flight of the gull ! We talk about the mastery of the air displayed by the buzzard and the eagle, and these birds are masters of their craft. But neither can compare with the ordinary common gull of the seashore. The flight is deceptively leisurely, lazy almost; the wing-beats so slow that one does not realise how rapidly the bird swallows distance. But the true magnificence of the gull's flight lies in gliding and soaring. Almost any gull, certainly all the larger species, can soar just as well, if not better, than a buzzard and to just as great heights, while all of them can glide better, and for much longer periods, than either buzzard or eagle. I find it fascinating to watch gulls gliding along a cliff-face with never a wing-beat; wheel and glide back again. Moreover, they are past-masters at using the up-currents of air behind moving vessels to maintain position without effort.

" How tame ! " Blunden is right to use the exclamation mark. Tame is the one thing that a seagull is not. Unafraid, yes: tame, certainly not. The gulls of London, the gulls of the seaside resorts, have learned to make use of man without capitulating to him. Sometimes watching the gulls in the London parks, on the embankment, along the esplanades, I have fancied that I have caught a gleam of contempt in their bold and greedy eyes.

So far from being tame, the gull is fierce and ruthless—certainly the larger ones, such as the very common herring-gull. Except in the breeding season, all gulls, so it seems to me, take the poorest possible view of all other gulls. Even though they may congregate together, this is surely for convenience rather than sociability. They do so just to keep an eye on each other, to make sure that no one gets too easy a share of the good things of life. If one swoops, they all swoop. Perhaps at night, they are more friendly the one to the other, perhaps they help to keep each other warm. But in daylight it is very definitely a matter of each gull for himself.

The competition for food must be very fierce. You have only to watch the gulls in the parks to realise that. One would imagine that a handicapped gull would soon die because it would be unable to hold its own in competition with its fellows, eager as they are to take advantage of every weakness. But, staying in Devon, I have been watching a handicapped herring-gull. This bird had one webbed foot wedged in a tin. The tin, seen through powerful glasses, was old and rusty. This does not necessarily mean that it had been on the foot for a long time, although the bird was well-known to the local inhabitants. It certainly did not appear to have made any difference to the bird's well-being. It was as well-nourished a herring-gull as I have seen.

The flight, even though the tinned-foot trailed a little, seemed just as powerful and controlled as that of the unhandicapped gulls: and it made no visible difference to gliding. The bird was, however, hesitant about landing. You know how gulls love to warm their toes at chimney-stacks? This one did, too: but it would circle several times before landing, and would then do so with a most satisfying clang and a definite wobble. On the ground it was definitely handicapped, for the tinned-foot dragged. The one thing that that tin had certainly done was to impair its wearer's temper, and this more than made up for the handicap. This gull was more than fierce: it was savage. The other birds, warned by the clanging approach, would, as often as not, hastily leave their tidbit. I soon came to the conclusion that the tin so far from being a handicap where scavenging was concerned was, in fact, rather an asset.

What struck me most, however, was this: never once did I see this bird alight on the sea. Obviously that tin, even if it had a hole or two in it, would be a real handicap in water and, if there were no holes, a very dangerous one. I wonder if the bird had found this out by trial and error, or if it had worked it out for itself?

Children play on an improvised see-saw on the quays in Klakksvik, one of the ports of the Faroe Islands

THE PROSPEROUS FAROES

Photographs by Tom Weir

A grass cutter for making hay in use on Mykines, the most remote of the Faroes

The Faroe Islands, with a population of some 35,000, lie in the north Atlantic approximately midway between the British Isles and Iceland. The islands are part of the Kingdom of Denmark and their inhabitants have for long been noted for an outlook of sturdy independence. During the past two decades a great change has occurred in the economy of the Faroese. They have evolved from making a hard living from the soil to become one of the more prosperous peoples of Europe.

The reason for this prosperity is fishing. During the last war, when the Germans blockaded Britain, a British force was sent to occupy the Faroes and the islanders started running fresh fish to Aberdeen in defiance of the German U-boats. Casualties were high but the fish got through and the waters of the Faroes provided much of Britain's wartime fish.

In the post-war years the Faroese have continued to thrive on their fisheries and this has inevitably involved them with other countries, notably Britain, wishing to fish in their waters. In 1959 an Anglo-Danish Fisheries Agreement fixed the fishing limit at twelve miles round the islands. The first six miles from the coast can be used only by the Faroese. In the outer six miles British vessels are permitted to fish subject to certain restrictions. The agreement was for an indefinite period. Recently, however, demands have been voiced among the Faroese that the agreement should

(*Continued on following pages*)

Barrels of fish are unloaded at Klakksvik, in the Faroe Islands. The export of fish is the main source of prosperity

THE PROSPEROUS FAROES

(Continued from previous page)

A Faroese student on vacation helps with the fish

run for a fixed period of time, on the lines of the Anglo-Icelandic fishery arrangement, which is operative for three years only. British trawlermen fear that if this were done, it might eventually lead to the closure of the outer six miles of the Faroese fisheries to British vessels.

Fishing has not only involved the Faroese in international problems. It has also raised domestic issues by introducing a new way of life. In the old days the people scattered through the group of lonely islands had to live frugally and cultivate every piece of land.

Today small villages are becoming depopulated of able men who can earn more in one voyage at sea than from one year spent at home. Land is going out of cultivation because there is no one to work it. The future of some islands is threatened because of an ill balance of population between young and old. This particularly applies to the more isolated islands such as Mykines, where the population has dropped from 200 to eighty in less than twenty years. These people are usually cut off by storms for two months in winter.

By way of contrast, in the towns and larger villages of the islands where there are good harbours, new buildings of many kinds are going up, new jetties and berths being constructed and new roads laid down. Thorshavn, the capital, and Klakksvik are examples of this trend. In summer time there is work for everyone, old or young, in emptying salted cod from the holds of ships or helping to process it in the factories. Prosperity has meant better housing, higher standards of education and a more varied diet.

Looking to the future, there is every reason to suppose the economy will be further improved. New trawlers are being built to extend Faroese fishing activities. These new ships are among the biggest of their type and are equipped with processing plants for curing fish so that they can remain on Greenland or White Sea waters for several months at a time.

In Mykines boats have to be hauled up a ramp to keep clear of the Atlantic swell

Danish gunboats lie in the harbour at Thorshavn, the capital of

The steep slopes on Mykines Island are cultivated to their maximum limit. Hay and potatoes are the chief crops

the Faroes, ready to protect the islands' fishing rights

A new concrete jetty is built at Klakksvik, to meet the growing needs of the port

TRAVEL

CURIOUS MUSEUMS

By **GORDON COOPER**

Not least of the interests of travel are the opportunities it gives of visiting unusual museums. Recently, for instance, during a tour of the Isle of Man I came on the Museum of Magic and Witchcraft, housed suitably in " The Witches Mill " at Castletown. Dating back to the sixteenth century, the present building got its name because the famous Arbory witches lived near there, and when the old mill was burned out they used the ruins as a dancing-ground. The museum—the outstanding one of its kind in the world—was founded by its present director Dr. Gardner, who spent many years in the Far East and is an authority on witchcraft. His collection contains exhibits covering every branch of Black Magic, including a representative display of witches' broomsticks. Deadly magic is illustrated by such diverse items as the " Pointing Bone " of the Australian Aborigines, and an example of the exceedingly rare " Kris majapahit "—both used for the killing of enemies by pointing. Altogether, I give this museum my first place.

Much milder in type in the United Kingdom are the Railway Museum in York; the British Transport Museum at Clapham; a Tramcar Museum in Sheffield; the Pinto Collection of Wooden Byegones, Oxhey House, Northwood (Middlesex); the Shell Museum (shells), Glandford Holt (Norfolk); the Potter Museum (stuffed animated animals) at Bramber (Sussex); the Snowshill Museum (bicycles) in Gloucestershire; the Old Observatory (astronomical) at Greenwich; the Museum of Carriages (horse-drawn) in Maidstone; and the Gershom-Parkington Museum of Clocks and Watches, in Bury St. Edmunds. There is also another Witchcraft Museum in Bourton-on-the-Water, while there is a fascinating Smugglers' Museum at Polperro.

In Ireland, I think of the remarkable Blaschka glass exhibit in the National Museum of Dublin, and the fascinating Titania's Palace, which is to be seen in the rather remote village of Gorey (Wexford). This wonderful model with its countless tiny marvels has toured the world, and is a lasting memorial to its creator, Sir Nevile Wilkinson. Perhaps I might also include St. Michan's Church with its mummified bodies, including a Crusader's corpse. There are similar grim collections in Palermo (outstanding) and in Bremen.

France is second to none in its number of museums, but I will merely list some of the more unusual ones: Ambert (History of Paper), Beaune, Béziers, Bordeaux and Rochecorbon, all with wine museums, Epinal (unique museum of the history of popular pictures), Gien (Hunting), Saint-Etienne (Bicycles and ribbons), Senlis (Hunting), Saumur (History of the horse), and Troyes (Hosiery).

In Belgium, I remember as a boy almost stealthily visiting the Wiertz Gallery in Brussels. At that time such paintings as " Madness and Crime," " Buried Alive," and " The Beacon of Golgotha " were considered " horrific." In the Maison du Roi, Grand' Place, is a display of civic and martial uniforms. Near the Lion of Waterloo is " Belgium in Miniature," an exact reproduction of a map of Belgium, 2,500 times smaller than actual size. There is a Hunting Museum in the feudal Castle of Lavaux. At Vresse, in the heart of the Semois Valley, there is a Tobacco Museum; while at Bokrijk (near Hasselt) there is an open-air Museum, which includes a unique collection of windmills.

There are several other open-air museums in Europe, including the famous Maihaugen in Lillehammer (Norway), Skansen Park in Stockholm, the Seurasaari in Helsinki, Arnhem (Holland), and such recreated old towns as Den Gamle By in Aarhus (Denmark), Old Bergen in Bergen, and The Spanish Village in Barcelona.

Holland offers a curiosity called Madurodam in The Hague; it is Holland in miniature, and the finest venture of its kind in Europe; and at Middelburg there is a similar " Walcheren in Miniature." At Waalwijk there is a Museum of Shoes, with a beautiful collection of historic and exotic footwear; at Utrecht a display of old musical instruments—all mechanically operated; a Brewery Museum at Maastricht; a Clay Pipe Museum in Gouda; an Historic Car Museum at Driebergen (near Utrecht); and at Overloon, a War Museum.

Germany has, as might be expected, a galaxy of curious museums covering almost every kind of activity. There is the Bread Museum at Ulm; a Typewriter Museum at Bayreuth; a Salt Museum in Bad Nauheim; a Beer Museum in Munich; a Violin Museum at Mittenwald; a Printing Museum in Mainz, named appropriately after Gutenberg; a Playing Card Museum in Bielefeld; a fascinating Wallpaper Museum at Kassel; and the great Deutsche Museum in Munich, which covers almost every side of activity. Two different kinds of museum are the Grimms Fairy Tales Museum at Kassel, and the Munchausen Museum at Bodenwerder, where that archprince of amusing liars lived and died.

Spain has a Museum of Bull-fighting in Madrid, while Portugal offers in Lisbon its outstanding Museum of Coaches. Then, in Vaduz, Liechtenstein, I visited recently its Stamp Museum. Strangely enough, for Italy I can only recall the Museum of Umbrellas and Parasols in Gignese (near Stresa). It offers a wonderful display, although the founder-director told me that he had failed in his attempts to get Mr. Chamberlain's famous umbrella. There is, needless to say, a Spaghetti Museum at Pontedassio, above the Italian Riviera, where one important section is devoted to the technique of spaghetti eating.

Inside the main hall of the Museum of Coaches in Lisbon

NEWS FOR AIR TRAVELLERS

A new airline, the Jordanian, came into being on September 29. This will operate services between Amman-Jerusalem and Beirut-Cairo-Damascus-Kuwait. Middle East Airlines will operate in close conjunction and represent the new airline in this country. The fleet consists of two Viscounts and one Dakota, with technical and maintenance facilities provided by M.E.A.

Check-in times on airline tickets are the very latest time passengers will be accepted for a flight at the registration desk either at the terminal or airport. After November 1 at least one airline will enforce this rule, and passengers who arrive later will just not be accepted. For example, at weekends and during rush periods it is not enough to arrive at the terminal a few minutes before checking-in time. Often there are queues.

Be careful, too, when you arrive at London Airport either by car or by a bus in which the main party has not travelled. You may find yourself going through the correct channel but being mixed up with another flight. Don't take it for granted that the people waiting in the lounge past the Customs and Immigration are travelling with you.

A useful privilege has now been allowed by U.S. Customs to visitors going to America for a period of over three days. They now have the same duty-free facilities as an American citizen. This allows duty and tax exemption on articles of a value up to 100 dollars (about £35), including a gallon of spirits. Previously exemption for non-residents was limited to articles amounting to 10 dollars (about £3 10s.) and for a quart of spirits.

A cruise round the world in eighty days, visiting fifteen countries and eighteen ports, has been arranged by the Norwegian America Line for their 18,750-ton *Bergensfjord*. British passengers can join the ship at Southampton on January 10, en route from Oslo to New York, where the cruise begins. These passengers, at the end of the cruise, will disembark at Villefranche on March 30, 1962, and be conveyed free of charge overland or by air back to London. Fares for two range from £804 each to £3,215 each for a suite. The average price for an outside double cabin with shower and toilet is between £1,518 and £1,572.

Motorists will be glad to hear that a new traffic code has been drawn up in Greece, modelled on that of France and Italy. This was much needed, as anyone driving after dark between Corinth and Athens will know only too well. The dangerous practice of alternately flicking on and dipping headlights will be stopped and the accepted practice of dipping headlights only will be adopted. It is to be hoped that carts will also be made to carry proper lights as they have in the past proved to be an incalculable danger to the unwary.

Mauritius is an island which has been overlooked by tourists from this country, partly because so little was done to inform the intending visitor. A useful booklet has just been published by the Mauritius Government Tourist Office.

W. D. C. C.

Aldenham get the ball away in the match against Bradfield, held in the wooded surroundings at Bradfield, Berkshire. Aldenham won a close game 2-1

PUBLIC SCHOOLS FOOTBALL

BRADFIELD V ALDENHAM

Playing at home, Bradfield College had their first school match of the season, against Aldenham School. A noticeably lighter and less experienced side than the visiting team, they started promisingly and Harford, the Aldenham goalkeeper, was forced to bring off a number of saves. Both sides were playing in the 4-2-4 formation, with the respective captains in linking roles. After ten minutes, the home team scored. Holder, picking up a through pass from his captain, beat the goalkeeper with an accurate shot. Shortly before half-time, King, the Aldenham captain, who had been indefatigably marshalling his side, brought the scores level with a fierce drive from outside the penalty area.

In the second half, Aldenham gradually exerted a superiority, even though Bradfield had the advantage of the wind. The visitors scored the decisive goal, when N. A. Todd, breaking away, finished off a move initiated by E. L. Yorke. Shortly afterwards, Todd was forced to leave the field with a knee injury. But Aldenham defended solidly throughout the closing minutes of the game and Bradfield were unable to break through to draw level.

The captains toss up—D. C. Odams of Bradfield (left) and D. H. King of Aldenham. **Centre:** Bradfield's right full back, R. K. Burch (left), challenges A. J. Potts. **Right:** The Aldenham goalkeeper, I. G. M. Harford, gathers the ball from a corner

G. R. J. Roope, the Bradfield goalkeeper, picks up to clear

I. G. M. Harford covers his goal as a Bradfield shot hits the side netting

BOOKS

ABOUT YVONNE ARNAUD

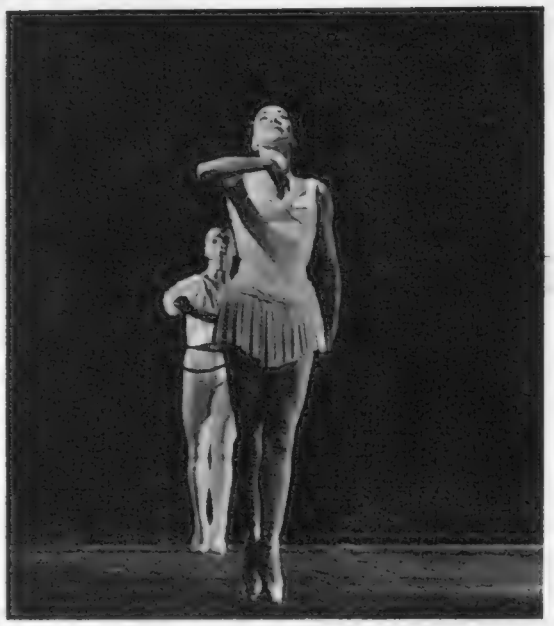
A gay portrait of the actress; memoirs of Loelia, Duchess of Westminster; and a wide range of non-fiction and recent novels

There are several autobiographies this week, and good ones, too, but it is a brief but enchanting portrait of an enchanting woman, which must have pride of place. Miss Oriel Malet has written MARRAINE (Heinemann. 15s.) about her godmother, Yvonne Arnaud, and has recalled this gay and sensitive actress as she was in her happy personal life, which seems in turn to have been dedicated to the happiness of others, whether human or animal. Miss Malet's book is a charming and affectionate tribute and it makes the best of reading to all those thousands of us who remember Yvonne Arnaud with delight.

The memoirs of Loelia, Duchess of Westminster are, in their way, excellent reading, too, for their spontaneity and lack of conventional stiffness are by no means the rule in autobiographies of this kind. GRACE AND FAVOUR (Weidenfeld and Nicolson. 25s.) is the story of a girl who grew up in St. James's Palace, was given the most impeccable of royal and social backgrounds and had, on the whole, an unhappy childhood. After her court presentation in the '20's her life became rather gayer, though still dominated by her parents, and her circle of friends began to include more stimulating people till the day when she fell in love with the fabulous Duke of Westminster and married him as his third wife. Her account of her extraordinary life for the next five years is like a helter-skelter of unbelievable luxury and miserable uncertainty and it is written with an admirable absence of malice and, indeed, with humour. A fascinating book.

The next two books have been written by relations of Sir Winston Churchill and each display, in very different ways, some of that family's immense vitality. CROWDED CANVAS (Odhams. 21s.) are the memoirs of Mr. John Spencer Churchill, painter, *bon vivant*, teller of anecdotes, ebullient and careless enjoyer of life. SAILOR'S SOLILOQUY (Hutchinson. 30s.) is a memoir based on the diaries kept by Captain Oswald Frewen from childhood to the year 1910. Since he was a lively and assiduous keeper of diaries up to his death three years ago it is possible that there will be subsequent volumes and they, too, will be something to enjoy if they are true sequels to this record of an affectionate, impulsive and enterprising life.

LIFE WITH TITINA (Hodder and Stoughton. 18s.) is described by its author, Mr. Noel Barber, as a love story without drama since " the chief characters are happy at the beginning, deliriously happy in the middle and even more madly in love at the end." It is, in fact, the story of the first six years—as of now—of a blissful marriage which has put an end to Mr. Barber's contented bachelordom and provided him with a lovely Italian wife, a baby, a Rumanian mother-in-law, a French stepson, an adopted Italian daughter, a Danish nanny and a Swiss daily help. Congratulations to a fine editor-adventurer-correspondent !



DAME MARGOT FONTEYN dances in the revival of Frederick Ashton's masterly abstract ballet, *Symphonic Variations*, in the Royal Ballet Season at Covent Garden

Sir John Masterman was wonderfully kind and perceptive in his treatment of his undergraduate students but it is not for that reason that his new book of essays and plays can most sincerely be recommended to you. BITS AND PIECES (Hodder and Stoughton. 18s.) is that welcome book, the product of a scholarly, witty and worldly character whose erudition gently adds to our own knowledge.

GOLDEN DECADE (Secker and Warburg. 30s.), a story of Impressionism, is another in the series by which Lawrence and Elisabeth Hanson have so successfully attempted to teach us the history of art without tears. From Manet to Renoir, they have in this new book depicted the struggles and triumphs of the great late-nineteenth-century painters.

Only two years ago, four notebooks were discovered in an English country house, containing the day-to-day records of Sir Henry Stanley's great expedition through Central Africa, a saga which began where Livingstone had been forced to give up. THE EXPLORATION DIARIES OF H. M. STANLEY (William Kimber. 30s.) are unique, valid and wonderfully exciting.

On the jacket of THE AUSTRALIANS IN ENGLAND—1961 (Robert Hale. 16s.) is a photograph of Peter May getting a ball past the Australian star, Neil Harvey, and that in every sense illustrates the impartiality with which Mr. Charles Fortune has written his well-documented history of this year's Tests.

And so to the novels, which begin with Mr. Evelyn Waugh's third and concluding volume of the wartime exploits of Guy Crouchback, Catholic gentleman, soldier and perceptive observer of his own times. UNCONDITIONAL SURRENDER (Chapman and Hall. 18s.) is a fresh proof of Mr. Waugh's particular genius for getting to the quick of human emotions and motives, and is very good.

I read Mr. William Sansom's novel, THE LAST HOURS OF SANDRA LEE (Hogarth

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THE BEST CLUB

A guide to the House of Commons

Numerous writers have attempted to portray Parliament in action from Lord Campion, a clerk of the House for many years, with his authoritative but lengthy and oft-revised introduction to procedure, to Sir Ivor Jennings, with his vivid, often racy and well-written book which suffered from the disadvantage that the author had no personal experience of parliamentary life. Robert Rhodes James, who has spent half a lifetime as a senior clerk in the Commons, steers a course between these two authors with his brief, but truly excellent, AN INTRODUCTION TO THE HOUSE OF COMMONS (Collins. 12s. 6d.). Here, he catches the authentic atmosphere of day-to-day life in the Palace of Westminster; we see the Member at work amid all the inconveniences of a building which does not measure up to modern needs, and yet is still perhaps the best club in the world. We follow the M.P. through Question Time, the routine of standing committees, and the intricacies of debate. Mr. Rhodes has succeeded brilliantly in presenting a portrait of what he calls " this unique, inconsistent, demanding, and fascinating place."

Many Londoners today know " little Venice," as it is called, that territory of desirable residences lying along the Regent's Canal between Maida Vale and Paddington Station. In LONDON'S CANAL (Putnam. 30s.) Herbert Spencer introduces us not only to this particularly picturesque spot, but to the full length of the remarkable waterway which in the nineteenth century first formed a vital and prosperous link between the Grand Junction Canal at Paddington and the River Thames at Limehouse. Over fifty plans, drawings and photographs illustrate this volume.

The United States has always been a hero-making nation, and it was little wonder that it should have taken to its heart Charles Lindbergh. In March 1932 disaster befell the hero and his wife. Their son was stolen from their home, and so began one of the most extraordinary tales in the annals of American crime. In KIDNAP (Hamish Hamilton. 30s.) George Waller sets out the whole dramatic story. He has devoted more than a quarter of a century of research to his subject. The author has striven mightily for accuracy and dramatic detail, posing finally the question—did Bruno Hauptmann go to the chair to satisfy a nation's determination for revenge?

Maurice Rheims dwells in particular on the see-saw fluctuations in art prices in his entertaining survey of collecting through the centuries; for, he affirms, the history of prices can indeed reveal the nature of society. Though far from being an academic work, ART ON THE MARKET (Weidenfeld and Nicolson. 36s.), is soundly based on both taste and knowledge.

Robert Ardrey's AFRICAN GENESIS (Collins. 36s.) is the product of six years of absorbing personal investigation into the animal origins and nature of man. Why do we behave as we do? This is the question always in the author's mind, and in this ingeniously argued book he shows man evolving on the African continent from carnivorous predatory stock. The author brings forward very strongly the point that there was a systematic use of weapons long before the time of man. Here is a new and radical interpretation of human behaviour, and it is bound to evoke fierce argument.

Even though he takes the view that in Britain " a lot of rot is written about wine " and that the " wine-growing countries themselves are not guiltless of gush," Cyril Ray continues to edit that delightful miscellany THE COMPLEAT IMBIBER (Vista Books. 25s.). This is number four in the series, and a good vintage, too. Particularly entertaining is foreign correspondent James Cameron's " Buzzings of a Far-Flung Bar Fly," in which he has some cheerfully abusive things to say about many potions he has forced himself to swallow in the course of his world travels. Edwin Smith's photographic miscellany " A Crawl of Pubs " is another happy feature of this volume, while Anna and John Hadfield write seriously and well on vintage glasses.

Richard Edmonds

Press. 16s.), at one sitting—a fact which considerably disrupted my timetable and everyone else's near to me—but which was inevitable considering its pace, its tremendous impact and the inspired humanity of its telling. Whether or not you know anything about office life this is a wonderful book, because it just happens to deal with human beings.

THE SCARLET BLOSSOM (Heinemann. 18s.) is Mr. Craig Sterling's first novel, a moving and unusual variation on the theme of the aftermath of war on two enemy nations, in this case Germany and Australia, with France the deciding No Man's Land between them. Slow moving but with an effective finish.

The next three novels of the week are American and by far the best of these is Mr. Leo Rosten's CAPTAIN NEWMAN, M.D. (Gollancz. 18s.), which is none the less witty for being concerned with the humanities and, contradictorily enough, set in a remote American war hospital for nervous cases. The secret, of course, is that Mr. Rosten is a truly compassionate writer and that this factor, allied to a broad and natural humour, makes for a very exceptional book. NO MOTHER TO GUIDE HER (Arthur Barker. 13s. 6d.) is by that star of the '20's, Miss Anita Loos, and is about Hollywood past and present. Not in any sense comparable with the book above, but quite amusing and, in a deadly way, instructive. LOOK ALIKE LANE (Macdonald. 16s.) is by Miss Margaret Halsey who, years ago, wrote a funny and caustic study of the trials of an American couple in England. Here, the same kind of couple is enduring suburban life in their own country.

As for thrillers, there is a couple by Simenon, THE WIDOWER (Hamish Hamilton. 12s. 6d.), which is clever but sombre, and MAIGRET AFRAID (Hamish Hamilton. 12s. 6d.), a brilliant exposition of the famous *Commissaire's* methods.

Vernon Fane

END OF THE BOURBONS

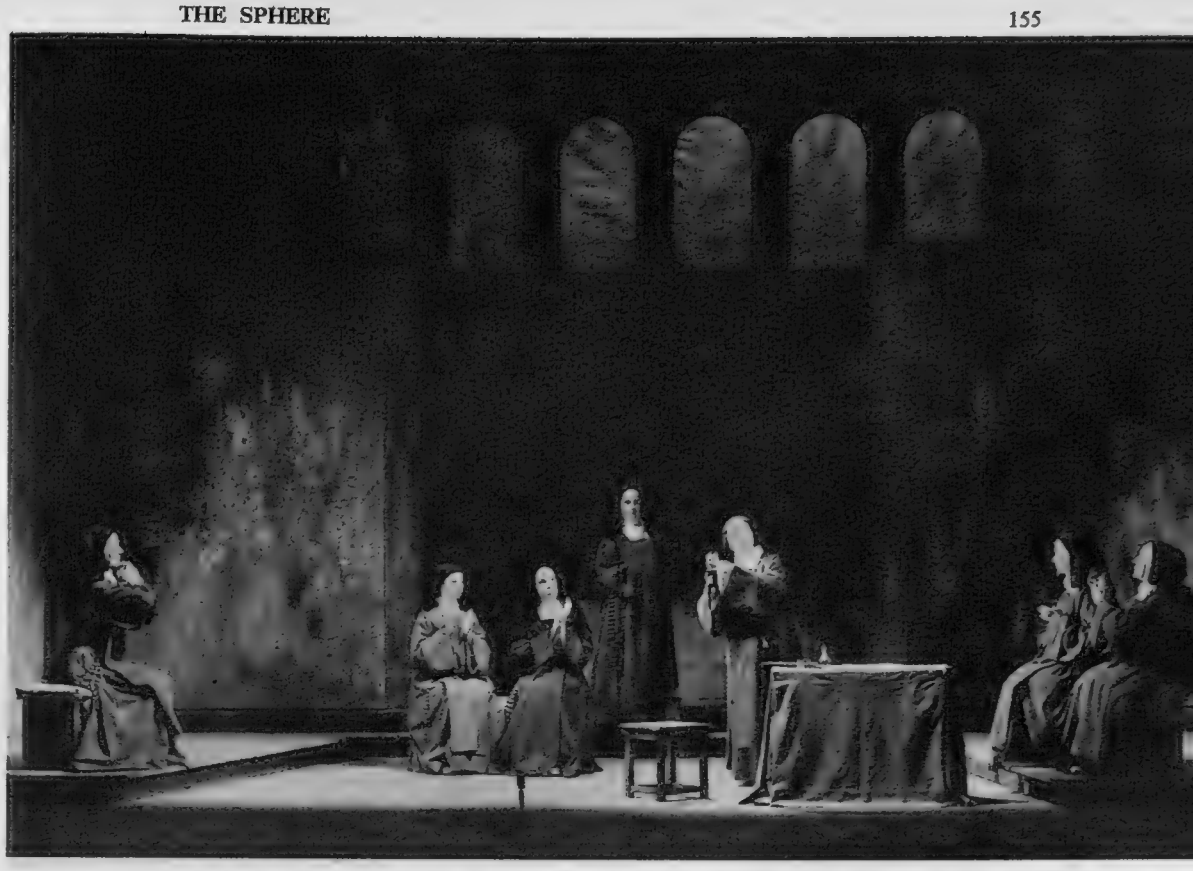
Mr Harold Acton had his doubts about whether a sequel to his *Bourbons of Naples* would receive as enthusiastic a reception. But the material lay ready to his hand; his LAST OF THE BOURBONS OF NAPLES (Methuen. 50s.) shows that his skill is not diminished and that his knowledge of Italy and his period is sufficient to steer us, perhaps not quite so confidently, through the political squalls of the Sicilies and Kingdom of Naples and the pedigrees and policies of those last Bourbons. His " argument," if I get him right, is that the nineteenth century painted them in more lurid colours than perhaps they deserved and that their peoples suffered an even unhappier fate under the demagogues of the *Risorgimento* than under the Bourbons.

The Bourbons' Italian kingdoms were certainly picturesque, and, alike in politics and social life, afford plenty of opportunity to historians for tragedy and high comedy, romance and high colour and brutality.

Ferdinand II (Bomba) was as rich and florid a character as his grandfather (Nosey) and in his long reign proved far more of an autocrat. The line went out with the gentle Francis II. Certainly those last Bourbons were eccentrics, and unbalanced.

They are all gone from the scenes of their melodramas, but they have not vanished from the face of the Earth. There can be hardly a pedigree in the Almanack of Gotha that does not acknowledge their blood. The divine right of autocrats and of nobles is a museum-piece in the thought of our own day. It still, however, attracts the odd antiquary to its niche in the museum, and liberation from tyranny and corruption, if it begins with the ringing of bells, still usually ends in the wringing of hands.

John Gore



Teresa (Dame Sybil Thorndike) and her nuns in the Carmelite convent at Avila

Teresa and the Father-General (Sir Lewis Casson)

TERESA OF AVILA

at the Vaudeville Theatre

Hugh Ross Williamson's new play, offering Dame Sybil Thorndike a part in which fully to deploy her particular skills, is based on the life of one of the most remarkable of Spanish mystics. Teresa was born at Avila in 1515 and later entered a Carmelite convent. The play follows her story from the time when she decided to found a reformed austere Carmelite convent. This decision brought her into bitter conflict with the Church, which she was able to survive with the assistance of Philip II. Her books and her personal influence made her a leading spirit of the Counter-Revolution. The play is illuminated by the acting of Dame Sybil Thorndike and by the able support of the rest of the company.

Mary (Rachel Kempson) and Gracian (Richard Pascoe). **Right:** Confessor (Simon Oates) and Philip II

INDUSTRY AND THE STOCK MARKET

SHOP PROFITS

By "THE SPHERE" CITY CORRESPONDENT

"It would be difficult to exaggerate the magnitude of the changes in retail trade which are likely to take place throughout the country in the next ten years." This view, put forward by the president of the Co-operative Wholesale Society, has been quoted in the City as an indication of the expansion that can be expected, especially in the food trade. Over recent years the multiple shops, which are probably best known to investors, have expanded rapidly.

Two features of this expansion have been the development of self-service shops and the rise of the supermarket, basically self-service shops selling a wide range of goods. Although only one shop in twenty has been converted to self-service, the proportion is expected to rise to one in ten during the next five years. Rather more important is that these 5 per cent. of self-service shops account for some 20 per cent. of Britain's grocery trade. In relative terms, supermarkets are comparable in importance to self-service shops. Supermarkets developed from smaller self-service stores, and the 450 or so in operation sold more than £110,000,000-worth of goods last year. This represents 5 per cent. of total trade—with average sales of more than £200,000 for each supermarket—with the 1965 forecast of more than 1,200 supermarkets representing some 25 per cent. of total trade.

More recently, the price-cutting policy of the supermarkets has been developed a stage further by the creation of discount stores. These sell goods, often consumer durables, without providing services (no delivery or credit, for example) offering few attractions of store layout, but gaining customers by cutting prices.

These growth histories could be expected to produce rapid expansion for the companies involved, and the relevant figures prove extremely impressive. Two well-known names are Tesco—whose profits show an average annual increase of nearly 40 per cent. over the past ten years—and London Grocers, which takes in the Victor Value group; London Grocers have shown a profit growth of 28 per cent. a year. Both these companies are now expanding their outlets: Tesco have acquired a northern firm, while London Grocers are looking for expansion possibilities in the Midlands and are planning to set up discount stores.

In the discount store business, the only stock market interest so far is through a relatively small concern, Green's Stores (Ilford). Green's operate the food franchise at Supa-Save, the discount store at Southend.

Several of the bigger food companies also have interests in supermarkets, notably Associated British Foods and Express Dairy. Both of these are large well-established concerns, though in each case the supermarket side is no doubt smaller than other interests. A.B. Foods are expanding their supermarket interests, in association with the Bampton Property group, a quoted company, one of whose main activities is to develop supermarket sites for A.B. Foods.

Both A.B. Foods and Express Dairy show annual profit increases of around 10 per cent., but there are marked differences among the other groups. No other company can equal Tesco's or London Grocer's showing, though John Gardner, the London group, have reported 12 per cent. increases. Lyons and the International Tea store group are in the 6 to 8 per cent. growth category as are Moores Stores, the Newcastle firm which is associated with Wright's Biscuits.

Leaving aside the larger groups, investors who are primarily interested in supermarket developments could consider John Gardner. This company's main business lies in institutional catering, but it has a growing interest in supermarkets. The company's Kensington supermarket is widely held to be one of the largest and most efficient in London. No indications have so far been given of the precise size of Gardner's interest in supermarkets, but the main business, of operating industrial canteens, represents an important growth sector. Gardner handle catering for some 400 concerns, including such large firms as Vickers, de Havilland and Harland and Wolff.

Few of the supermarket or food shares have attractions for investors who are concerned mainly with income. Yields on both Tesco and London Grocers, for instance, are less than half the average offered by industrial shares as a whole. Probably the best course, therefore, is to invest in one of the lower yielding, fast-growing, companies as well as in one of the larger but less rapidly growing groups, such as Allied Suppliers or International Tea.

For people who prefer maximum safety along with a proved management record, the best choice is probably one of the large food groups, especially Associated British Foods or Express Dairy. But buyers of these shares should remember there is strong competitive pressure on profit margins in the food industry as a whole—and especially in the milk business where Express are represented. Yet one outstanding attraction of supermarket and food shares is that they are virtually invulnerable to the cyclical changes that result from Government policy moves. Against this, any buyer of these shares is committed to two assumptions. One is that recent trends in retailing will continue. The second is that the smaller companies, which have established impressive growth records, will be able to maintain their management successes.

GOOD LIVING

By Ganymede

Members of the Wine and Food Society are continuing to extend their range of interests beyond the confines of the English Channel. This is not only understandable but, one might almost say, essential. For how else could they add to their knowledge and pleasure of good food and wine. Having had dinners and lunches at the few hotels and restaurants on this side which maintain a high enough standard in their cooking, they must go farther afield to other countries, especially to France and Belgium, where the preparation of food is still considered to be an art and receives the respect it deserves.

As for the other interest, wine, what could be more natural than wanting to see how it is made, and to taste at the source? Both purposes were served by the latest expedition, when seventy-five members took to the air, as befits "flying gourmets" (this was the term used by a daily newspaper when they first flew to lunch in France last April) and visited Champagne during the vintage. The guests of Moët & Chandon, they flew by Channel Air Bridge charter plane to Epernay (landing at Rheims) for a visit to the cellars and lunch.

I happened to be staying there at the time and was able to join them. On arrival by coaches at the great *maison* the fatigue of the journey was washed away by a glass of Première Cuvée. Then the pressing of the grapes was seen in action. An hour and a half was spent in the cellars, of which this firm has fifteen miles. The guests saw the vats and casks where the first fermentation takes place, others where the blending of the cuvée is made, and the bottling. In the cellars they saw the bottles, neck down *sur lattes*, and were shown the process of *remuage*, which makes the sediment collect on top of the cork, and the bins where many thousands of bottles of champagne still upside down take years

Two stages in the maturing of champagne at Moët & Chandon at Epernay. **Left:** Shaking and rotating the bottle during *remuage*, and **right:** *dégorgement*

to mature. The tour ended in the *dégorgement* department, where the collected sediment is skilfully shot out, and the bottles are replenished with *liqueur d'expédition* before being finally recorked again.

Lunch, at which the head of Moët's, Comte de Vogüé, presided, was served in the same part of the cellars where on a previous occasion Napoleon was entertained, and more recently, Mr. Khrushchev. This cellar is in a perfectly natural state, not dressed up into a showplace, not even whitewashed, the vaults covered in fungus and cobwebs as you would find in any decent wine cellar. In the mellow light of candles, this historic background set the atmosphere for a memorable meal, both socially and gastronomically. This was the menu: Brochet de Marne, Garniture Jeanette; Poularde au Champagne, Rix Pilaf; Quelques Feuilles de Saison; Fromage des Vendanges; Tarte aux Raisins. These made a menu crammed with local and seasonal specialities. The pike from the Marne was served cold, whole, with its garnish and mayonnaise flavoured with herbs, the chicken and its creamy sauce were resplendent with the bouquet of champagne, the cheese (Maroilles) was at its best and the dessert was made with the grapes of the region. *Quelques feuilles de saison* was a simple lettuce salad with a very good dressing.

The four wines were also full of interest to the visitor. Le Mesnil Nature 1959 of white grapes of the region, is the "raw material" of champagne, with much of the well-known and appreciated bouquet, dry and fresh. The Dry Imperial 1955 (Moët & Chandon) in Magnums is the current vintage wine of the house. It was served as an accompaniment to the chicken, and found an echo in its sauce. With the cheese we had Bouzy Rouge 1959, the local red wine, which I have come to know and like during my previous visits to Champagne. This was a good year of it, and I would enjoy drinking it even more in about five years' time. Dry Imperial 1955 Rosé was served with the dessert: by now we were all happy, contented and gay, so what could have been more fitting than pink champagne! Such a memorable meal was not eaten (and drunk) in five minutes, and the service allowed for those intervals so beneficial for proper digestion. The afternoon was well advanced towards dusk when the coaches were boarded for the return to Rheims Airport and England.

An aerial photograph of a new textile factory and its associated housing project in Senegal

SCENES IN SENEGAL

President Senghor of Senegal, this week's official visitor to Britain, comes from one of the West African states which were formerly French possessions and are now members of the French Community. Senegal's independence was achieved last year. The country has an area of 76,084 sq. miles and an estimated population of 2,500,000. The vast majority of the people live in rural areas, their chief activities being the cultivation of ground nuts (yield in 1960: 745,000 tons) or the raising of cattle against new annual targets of 27,000,000 gallons of milk and 20,000 tons of meat. In recent years industry has been developed, mainly as result of French aid programmes. Industrial activities include brewing and the manufacture of flour, biscuits, sweets, paint, matches and soap. Cement production totalled 168,000 tons in 1960 and various minerals are mined. Oil prospecting is proceeding and new buildings in Dakar and elsewhere are evidence of an improving economy and better social conditions.

Harvesting ground nuts—one of the chief products of Senegal. **Left:** New buildings in the centre of Dakar, the capital of the Republic

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

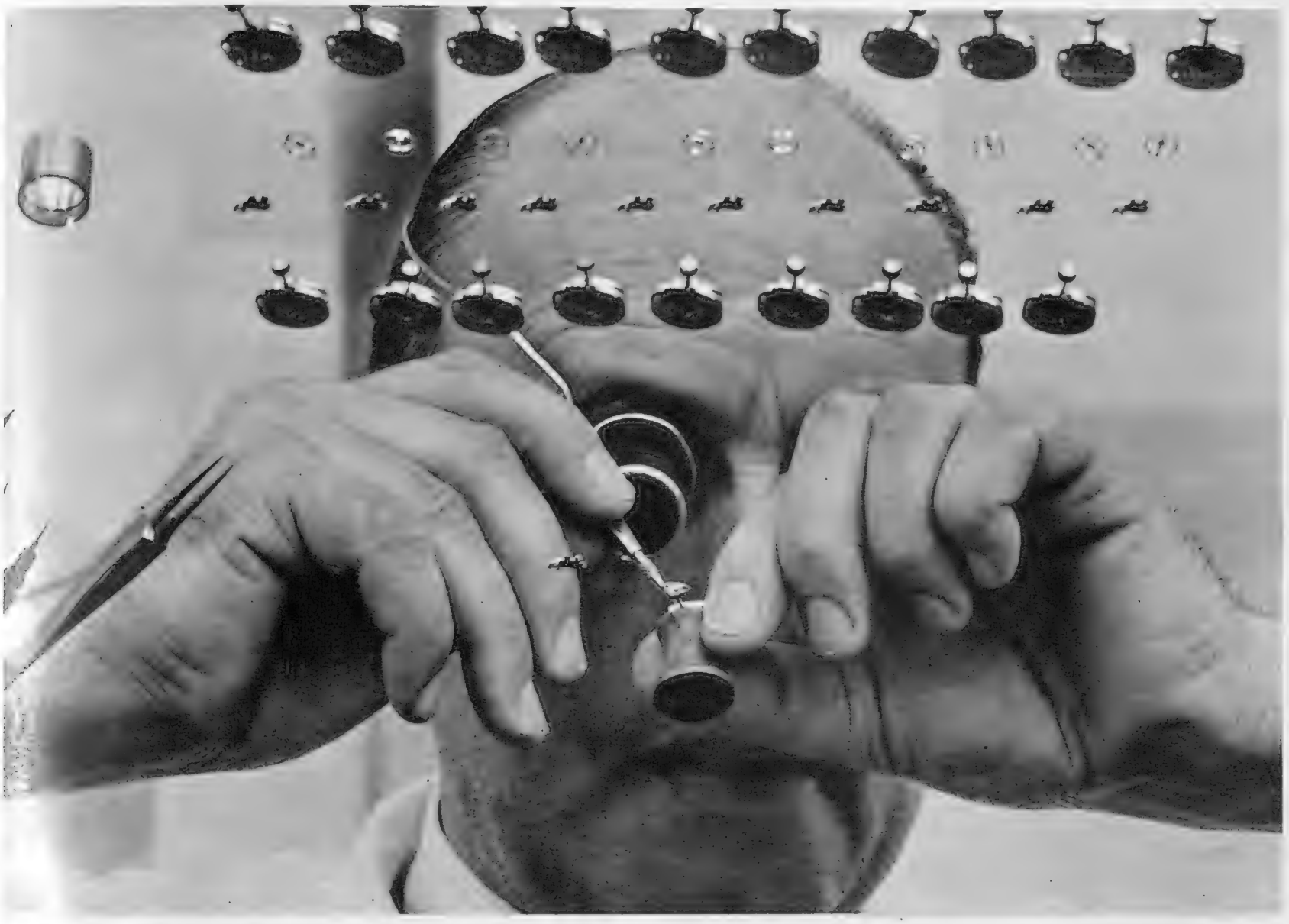
H. H. Mullens

Mr. Mullens is chairman of A. Reyrolle and Co. Ltd., which engineers and manufactures a wide range of large-scale electrical equipment and which is a founder member of The Nuclear Power Plant Co. Ltd. He has spent his working life in the electrical industry. Born in London in 1900, Harold Hill Mullens was educated at Merchant Taylors' and Durham University. In the First World War he served in the R.N.A.S. and the Air Force. Then he trained as an electrical engineer, joining the North Eastern Electric Supply Co. Ltd. in 1924. Mr. Mullens rose to be deputy general manager before the electricity supply industry was nationalised. He became the first chairman of the North Eastern Electricity Board in 1948, a post he held until he resigned to be managing director of Reyrolle. In 1958 he became chairman and this year he resigned the managing directorship. Mr. Mullens holds chairmanships or directorships in a number of other companies, including the chairmanship of C. A. Parsons and Co. Ltd., and has held high office in most of the organisations connected with the electrical industry. Other appointments included being honorary Colonel 105 Corps Engineer Regiment R.E. (T.A.); chairman of the Governors of Rutherford College 1959-61; and founder chairman of the Northumberland and Durham Branch of the English-Speaking Union in 1954. Married, with one son and one daughter, Mr. Mullens lives at Gosforth, near Newcastle. In his spare time his recreations are gardening and golf

NO TIME IS LOST

Precise mass-production in the Swiss watchmaking industry

By "THE SPHERE" INDUSTRIAL CORRESPONDENT



A movement examiner in his dustproof glass cubicle checks watch movements as they come off the assembly line at the Longines' factory, St. Imier

How would you set about mass-producing a Rolls-Royce? Answer: you wouldn't, don't want to, and can't. Yet Switzerland organises the production of its watches, which at best are as outstanding examples of precision and complexity as the great motor-cars from Derby (tiny, but that simply makes it harder . . .) in millions a year, not hundreds. No precision industry in any other industrial economy occupies the position of watchmaking in Switzerland—third largest industry in the country, after machinery and chemical products, exporting almost all its production and contributing huge earnings to the country's balance of payments. Everyone knows a Swiss watch. It is a kind of symbol of precision in itself. But it is not exactly what you would expect to be made at the rate of about 40,000,000 a year.

Strap a Swiss watch on your wrist, one perhaps that winds itself automatically from the movements of your hand and which therefore becomes in a sense as dependable an organism of sense as your eyes and ears and a good deal more accurate, and you will probably think of it as a work of craftsmanship. In gold or platinum, it is a piece of jewellery; there may be precious stones set into its case, and, the ordinary wearer is likely to add, jewels inside it. (In fact, these synthetic jewel bearings only cost about 1d. a time.) Again one tends to rank its manufacture with jewellery; careful, painstaking men with a glass screwed into their eye; a labour of pride.

All this exists in the Swiss watch industry, certainly, particularly in the workshops of the great names of the industry, Longines, Omega, Vacheron et Constantin, Audemars Piguet, Favre-Leuba, Jaeger le Coultre, Eterna, Piaget, Zenith, International, Patek Philippe, Corum, and an exclusive few more. Watchmaking in Switzerland is allied with the manufacture of jewellery. The cases of these prized possessions, which may easily be worth hundreds of pounds, embody exquisite workmanship and the finest materials. Yet behind this aura of craftsmanship there are two things that are sharply distinct from it: a powerful and unremitting effort of scientific research and a highly-organised pattern of mass-production in light, precise engineering.

This is, certainly, a traditional industry. Watches began to be made in Geneva at the end of the sixteenth century. When Calvin banished objects of worship from the Swiss churches, gold and silver smiths had to find new outlets for their wares, and after the Edict of Nantes in 1685, some of the Huguenots who came to settle in Switzerland were watchmakers. But the Genevese were concerned mainly with the decorated cases, not the movements inside, and the manufacture of movements tended to be established in the Jura and outlying cantons. The costly, jewelled watch, in its turn, had its markets decimated by revolution in France and later elsewhere in Europe. On the other hand, the rise of a prosperous middle-class in the nineteenth century gave Swiss watchmakers a larger market of a different kind.

A bigger market demanded different methods of production. Machinery makers such as Schweizer were offering the Swiss maker new equipment specially designed for his needs: on the other hand, the Swiss makers were dismayed to find that they were far behind the Americans in the field of quantity production, and that the Germans were moving into the same field of cheap machine-made watches. Evolution of the industry to meet these new circumstances, without forfeiting its standards of production, was not an easy process. Neither the masters nor their craft employees took kindly to reorganisation and division of traditional operations to speed output and cut labour costs.

Rationalisation was easier in the production of *ébauches*, or partly-finished watch movements, than in the *établissage* section of the industry that made the cases and put the watches together. At the turn of the century the market for movements became chaotic, through an expansion of potential production beyond what their *établisseur* customers could accept; the twenty factories making *ébauches* were reduced to twelve.

(*Continued on following pages*)

NO TIME IS LOST

(*Continued from page 159*)

On several occasions, attempts were made to concentrate the manufacture of these partial movements financially and to specialise individual factories on to particular "families" of types. But it was not until the late '20's that these were successful, with some government influence to hasten the reorganisation.

In the inflation of the early '20's, some makers had been exporting "chablons" or parts of the movement of a watch to be assembled abroad, much to the disapproval of the watchmaking industry as a whole. In the middle '20's, powerful trade associations were set up, which discouraged this practice of exporting knowhow where Switzerland wanted to export the products of it. In 1927, the manufacturers of *ébauches* finally came together in Ebauches S.A., the single producer of these incomplete movements, which has become in one sense the backbone of the Swiss watch industry.

At work in an assembly shop. The absence of a central aisle enables light to reach the work benches from both sides at once

This combine of scientific manufacturing today employs about 8,000 people and produces well over 30,000,000 *ébauches* a year, of eighty different types, from twenty factories and laboratories. As a basic supplier to most of the Swiss watch industry —apart from a few manufacturers who make the whole of their own movements—it has an impressive record of efficiency. In the last twenty years, the Swiss cost of living has risen 65 per cent. and the average salary of this firm's workers about 135 per cent.; yet its own prices to *établisseurs* have gone up by only 55 per cent.

When the combine was established, it was exporting perhaps 30 per cent. of its production; today it sells 95 per cent. of an output five times as large within Switzerland. Its contribution, certainly, goes abroad in the 95 to 97 per cent. of Swiss watches that are themselves exported: the country keeps only about 2,000,000 a year out of the 40,000,000 watches that it makes, and some even of those are bought by foreign visitors. (Set this export record against the 2 to 3 per cent. of raw materials for watches that this industry has to import, and you have one of those export industries that an economic planner simply dreams about.)

Watches from Switzerland make up about half of the world's production—the top half. There are economic risks in such a position of pre-eminence as well as advantages. At one time or another most of the world's leading industrialised countries have fostered ambitions of building themselves up a watch-making industry (Britain is no exception, but progress towards achieving anything comparable to the finest Swiss products is a slow business). At any time, again, countries with ideas of self-sufficiency or simply with a shortage of foreign exchange are liable to impose quotas for the import of what is undeniably a luxury article (though about 42 per cent. of the watches exported by the Swiss since the war have been of the cheaper non-jewelled lever types, and one can misjudge this industry by assuming that it produces only the exquisite and costly). But so far, no other country in the world has been able to develop a range of watches fully covering demand even to its own satisfaction.

Switzerland markets about 1,000 sizes of watch. When it comes to different styles and designs, the number of elegant variations must run to tens of thousands. A growing number of those that it exports nowadays tend to be self-winding watches "wound" by the movement of a weight free to revolve or swing inside the casing. Many, again, tend nowadays to indicate the day of the month as well as the time of the day. Novelties that have recently been marketed include electric watches, with a tiny renewable battery that lasts about eight months; watches with a specially luminous dial that actually lights up; and a new variety of the many undersea watches equipped with a circular tube that opens on contact with the water and allows the depth to which the diver has descended to be read.

Behind these variations, and the attractions of the case, lie continuing efforts to improve what is already an extraordinarily high quality of engineering. The country has a variety of tests to which makers can submit their finest watches; the summit of these is the official Observatory Rating Certificate from Geneva or Neuchatel. This extreme standard

A Corum "watch without hours." The case is solid gold, the dial gilt medal and the approximate cost £70. A symbol at 12 o'clock is the only mark on the dial, but the makers claim that time can be read to within a quarter of a minute. **Right:** Another Corum product is a ladies gold bracelet watch, in 18-carat gold, with the bracelet woven like cloth. The cost is about £165. Among the wide range of Corum watches are probably the thinnest waterproof watch in the world, an ultra-thin gold watch, and automatic self-winding watches obtainable with or without a calendar

A special measuring machine is used to check the distances of pinion wheels

At their well-lit bench, a row of clockmakers assemble movements

sets a maximum permissible daily variation of plus or minus 0·7 seconds —which means an accuracy of about 99·9998 per cent. Any manufacturer that can fulfil this rigorous standard with a watch picked out of ordinary serial production is working to a fantastic degree of accuracy in the production of anything finally bought for personal use.

This industry, like this country, constitutes something of a puzzle to countries such as Britain that have developed from an industrial history of free trade and tend to apologise whenever they think of departing from it. Switzerland has never been reluctant to protect its most important industries with tariffs, or to organise them with a certain amount of state paternalism to defend their technical standards from adulteration or from dilution by being imparted too freely to foreigners. Switzerland's attitudes in commerce are as individual and empirical, concerned with its own best interest, as its neutrality in world politics. It had to face the problem of living on its brainpower perhaps somewhat earlier than countries such as our own who are only now being left with little else in natural resources. Its success has been based upon virtues of caution, tidy-mindedness, and precision—some of which qualities are a little alien to the British. Those of integrity and craftsmanship are not—though in the much wider range of manufactures in which we are engaged, we on occasion, nowadays, need some of the single-mindedness of the Swiss in adhering to them.

Final adjustments are made to a watch

Operators at a row of semi-automatic machines used for the assembly of pinions

The main hall at Earls Court—the scene of the forty-sixth International Motor Show

Left: Princess Alexandra of Kent, who opened the Show, looks at a Mark X Jaguar with Sir William Lyons (left) the Chairman of Jaguars, during her tour of the exhibits

Right: The Alvis 3-litre coupé appears at the Show in unchanged form

Left: A dramatic rear view of the Chrysler Corporation's latest experimental car, the Turboflite. **Centre:** The regenerative turbine engine of the Turboflite. It is claimed that this will give the rapid throttle response and engine-braking characteristics which have eluded previous designs. **Right:** The driver's seat showing the mass of dials in the Turboflite. This is the first time the car has been shown in Britain

MOTORING

EARLS COURT IMPRESSIONS

A summing-up of the 1961 London Motor Show

By **COURTENAY EDWARDS**

As another London Motor Show comes to an end we try to sort out our impressions and analyse the views on a hundred and one motoring subjects freely ventilated in and around Earls Court by men—and women—who know what they are talking about.

Few would disagree with the statement that the British motor industry has put on a fine show, with a number of interesting new models, many that have been greatly improved and with a general improvement in quality of finish.

The car factories in Coventry, Birmingham, Oxford, Dagenham and Luton are turning out cars which on the basis of looks, performance, reliability, comfort and safety should be able to compete effectively with the cars of Germany, France and Italy.

To sell in large quantities and claim an adequate share of the export markets they must also be competitive on price and this is the question which worries the British industry most. This fact is reflected in the Society of Motor Manufacturers' policy statement supporting Britain's application for membership of the Common Market and in its renewed pleas to the Government to reduce purchase tax.

The need for relief in this direction is perhaps even greater today than it would be if and when Britain becomes a member of the "Club"; for in addition to the higher rates of duty payable today on British cars in The Six compared with the products of those countries, U.K. manufacturers are saddled with a much higher sales tax in the domestic market. This amounts to 46 per cent. on retail price compared with 24 per cent. in France, 13 per cent. in Germany and 10 per cent. in Italy.

With purchase tax and credit restrictions depressing the home market and contributing to a situation in which the motor industry is working well below capacity, Britain's Big Five have to work to ridiculously low profit margins in many foreign markets in order to give their cars any chance at all.

All in all, the motor industry is operating under difficult conditions, and matters are not improved by the labour troubles which break out with disconcerting frequency. The months ahead will be one of the industry's most competitive periods since the war—and the men who run the car firms are painfully aware of the fact. There has certainly been no complacency at Earls Court.

Few among the hundreds of thousands of people who have paid to visit the Motor Show have been very much worried about the car firms' problems. Quite rightly, they simply went to see the new cars and compare them with the exhibits from nine other countries. There are about 375 cars on view, of sixty-eight different makes, including thirty-two British. Among the foreign makes represented are twelve from the U.S. and Canada, nine from Germany and six each from France and Italy.

The new British cars which have attracted most attention are the new Jaguar Mark X; the Riley Elf and Wolseley Hornet variants of the B.M.C. front-wheel-drive Minis; B.M.C.'s revised Farina range, with engines increased in size to 1,622 c.c. and offering Borg-Warner automatic transmission for only £99; the V-8, eight-seater Daimler Limousine; the luxurious Lagonda Rapide; the good-looking new Vauxhall Victor, with choice of three- or four-speed, all-synchromesh gear-boxes; the larger Hillman Super Minx, with crisp styling and quiet running; the well-finished Triumph TR4 sports two-seater; and the elegant Capri coupé version of the disc-braked Ford Classic.

Among the foreign newcomers which have been drawing the biggest crowds are the new 1½-litre Volkswagen, with luggage lockers front and back; the front-wheel-drive, ruggedly-built, functional-looking Renault Four; and the 602-c.c., front-wheel-drive, rakishly-styled Citroen Ami Six (which, although not entirely new, is making its first appearance at a London Motor Show).

In the section for cars with special coachwork there are some handsome samples of British craftsmanship from such firms as H. J. Mulliner, James Young and Park Ward. Motorised caravans—which carry no purchase tax—are present in greater variety than ever before: convincing proof of the growing popularity of this form of caravanning.

No fewer than thirteen makes are represented, the most popular chassis being those of Austin, Bedford, Commer, Land-Rover, Morris, Standard, Thames and Volkswagen. Martin Walter, one of the most experienced firms in this highly-specialised field, are showing for the first time their Dormobile version of the Volkswagen, based on the Kombi. It has four berths and costs £915.

Martin Walter also have on view their recently-announced long-wheelbase Land-Rover Dormobile, with four berths, a translucent roof panel of reinforced fibreglass and a price-tag of £1,170.

Two other attractive newcomers are the £898 Bluebird Highwayman, with sleeping accommodation for five and free standing room of more than 6 ft.; and the Kenex Siesta conversion of a Bedford chassis at £660.

More Show visitors than ever before appear to be inspecting the stands of the component and accessory manufacturers in the galleries. They are finding much to interest them on the stands of firms like Lucas, Girling, Dunlop, Lockheed, Smiths, Tudor, Key-Leather, Laycock and Holt. Here they are finding new components recently adopted as standard equipment to make cars safer, more comfortable and easier to drive; and many others which are still only in the novelty stage, like the Lucas system of reducing the night-time brilliance of rear-facing signal lights, when the sidelights are switched on, to prevent dazzle.

I have been hearing much talk at the Show about the prospects of turbine-engined cars. There has been only one sample of this form of propulsion at Earls Court: the Chrysler Turboflite, a futuristic-looking "dream car" from the U.S. with a nozzle in between its two turbine wheels to control the gas flow for economical running and engine braking.

This bold design exercise, with air-flap brakes and a transparent canopy which lifts automatically, when either door is opened, to give more room for getting in and out, attracted much attention but there was even more discussion about a turbocar that was not even at the Show: the new Rover T4.

This modernly-styled, four-door, four-seater saloon, with the engine at the front, is the fourth turbocar prototype built by Rover in fifteen years of gas turbine research. They describe it as their first turbocar "built with the possibility of future production in mind."

We can take this as meaning that Rover engineers are reasonably well satisfied with the stage they have reached in the development of a heat-exchanger (essential to conserve fuel); and of a means of ensuring quick throttle response and effective engine braking. I personally think it will still be a long time before modestly-priced turbocars are on sale anywhere and that the piston engine as we know it today will long continue to be the chief form of power plant for automobiles, even if and when hydrostatic transmission is satisfactorily developed for ordinary cars, which I believe will happen.

A Turbocar not at the Show—the new Rover T4

Meanwhile, Borg-Warner, the American-owned Letchworth (Hertfordshire) firm, whose new Model 35 automatic gear-box is one of the Show's big technical features, is proclaiming with understandable pride that its hydraulic transmission is available on sixteen different makes of car represented at Earls Court and that its overdrive device is used by four others.

It is my opinion that the price of £99 charged by the British Motor Corporation for the Borg-Warner Model 35 gear-box on their Farina Five is capable of considerable reduction later on—especially when other firms adopt it. One of the first to follow B.M.C.'s example is likely to be Ford of Dagenham. B.M.C. expect Model 35 to be very popular. At the Show the other day, Mr. George Harriman, its managing director, told me he expects a quarter of all buyers of his 1962 versions of the 1,622-c.c. Austin, Morris, Wolseley, Riley and M.G. "Farina" models will specify automatic transmission and that in five years' time the proportion will be 50 per cent. The former figure seems too optimistic but the latter is possible.

With the approval of the Rootes Group, Thomas Harrington Ltd., of Hove, have developed a "Le Mans" version of the 1·6-litre Sunbeam Alpine sports car. It is based on the Alpine which won the index of thermal efficiency in this year's Vingt-Quatre Heures du Mans. It is described as a super de luxe sports car and it is claimed to be capable of cruising at 100 m.p.h. The luggage compartment extends from behind the front seats to the rear bumper. Price of this latest Harrington *gran turismo* model is £1,495.

VERSATILE VEHICLE

The recent introduction of a 2¼-litre diesel engine for the Land-Rover, giving it greater power, has focused attention once again on this adaptable vehicle, which has been a feature of the world transport scene for the past thirteen years. Technical improvements have been made to the basic layout and design of the 2-litre unit in addition to the increase in capacity. A larger radiator and a larger fan improve the cooling capacity. A heavier flywheel has been fitted and the sump has been constructed with a stiffer flange. Increased capacity has put up the b.h.p. by twenty-one per cent.

The greater pulling power this new engine gives will assist in the further expansion of the Land-Rover range. This already covers many agricultural and industrial uses. Apart from the regular Land-Rover, with a hard-top, or with a truck cab or in station-wagon form, and the Long Land-Rover, various special-purpose conversions are done on the Land-Rover chassis by a variety of firms. These include: the Articulated Land-Rover (by B. Dixon-Bate Ltd.), which has a wide range of semi-trailer designs: the Redwing Land-Rover Fire Appliance (by Carmichael and Sons (Worcester) Ltd.); various mobile cinema units (by British Films Ltd., also by Cintec Ltd.); and the L.25 Simon Hydraulic Platform (by Simon Engineering Dudley Ltd.) which is operated entirely by hydraulic means, supplied from a pump driven from the power take-off on the Land-Rover.

There is a large demand for the various types of Land-Rover overseas, particularly in rugged and difficult country. More than 73 per cent. of the total production is distributed to over 150 countries. A special Land-Rover Vehicle and Equipment Exhibition at the premises of Henlys Ltd. in London closes on Saturday, October 28.

Railway wheels can be fitted to the Land-Rover, making a vehicle suitable for track maintenance and inspection of signals

A long-wheelbase Land-Rover can be converted into a mobile workshop

Permanent brackets on the chassis enable snow-plough blades to be fitted

A Miles hydraulic tipper on a Land-Rover wheelbase

Right: The Land-Rover is an ideal vehicle for ambulance work in outlying districts

A Simon hydraulic platform in action

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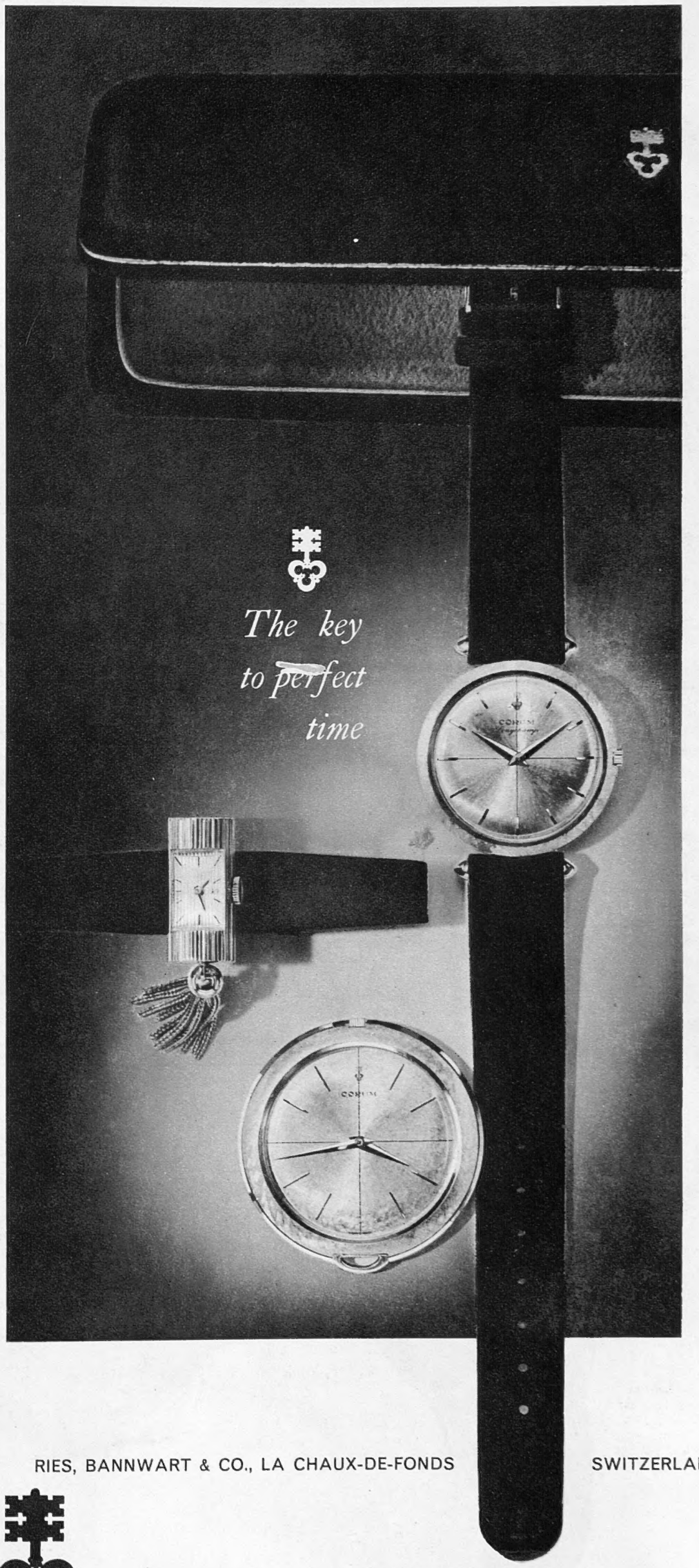

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According to Hoyle is what card players shout at the drop of an ace. *Go to Halifax* is what they shout in anger at careless partners or those that forget the packets of Player's, the player's friend. Both these cries of old London come from the same source. They both refer to Mr. Edward Hoyle, legal gent, born in Halifax in 1672. He used to play cards with the swells in the Crown Coffee House, Bedford Row (no juke-box, no Espresso) and, by formulating acceptable rules for the great game of whist, he stopped a lot of trouble and bloodshed in the swashbuckling days of gambling. Although his rules were revised a century later, his name still rings over the green baize at all the best games, wreathed now in smiles and the smooth smoke of Player's cigarettes.

Player's players trump the rest

The first and golden rule for card players is *Smoke, Shuffle and Cut*. And that's where Player's players have the advantage. They start off with a smooth Player's cigarette, a tactical indulgence to clear their minds for action. Then at any game from nine-card brag to beggar-your-neighbour they are cool, calculating and as happily ruthless as old Mr. Hoyle himself, the man who made the rules. He had to make the rules; back there in the seventeenth century it was the only way he could win. He had no smooth Player's to soothe his mind and sharpen his wits.

People love Player's

NCC 60